

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

DECEMBER, 1963





THE TEAMSTERS SALUTE EL PASO



EL PASO, "The International City," ranks 46th in the 1960 census. Steeped in 400 years of history, blending the cultures of Mexico and the United States, with its counterpart across the border, Juarez, it forms one of the world's largest bilingual communities.

The name is Spanish for "The Pass." Originally the whole name was "El Paso del Norte." The city lies astride the lowest snow-free pass through the Rocky Mountains, a strategic geographical location. Rail lines and highways converge on it like arteries to a heart. Farthest western Texas city, it was first permanently settled in 1659. It's first name was Magoffinville, later changed to Franklin and finally to El Paso in 1858.

The largest American city on the Mexican border with 276,687 residents, it is a major clothing center. More denim is cut here than anywhere in the world. The world's largest electrolytic copper refinery, processing 28 per cent of U. S. refined copper, is here, as is the world's

largest custom smelter. There are 355 diversified manufacturing plants and 410 wholesale establishments.

The climate is sunny and dry, 96.3 per cent perfect flying weather being recorded at the airport over a 20-year period. The average annual rainfall is only 7.83 inches, yet the city has more than ample water supplies from the Rio Grande River and deep wells. The mean temperature is 1.2 degrees higher than that of Los Angeles and the humidity is exceptionally low.

The city has unusually fine cultural attractions, including an outstanding symphony orchestra, nationally-recognized public library system, over 200 churches, is the home of Texas Western College and the annual "Sun Bowl" football classic. There are many retired residents enjoying its climatic advantages. Nearby are Carlsbad Caverns and many other natural and scenic wonders.

A resounding Teamster "Ole!" to this "Center of Sunland."

America's Cities—No. 46 in a Series



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THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

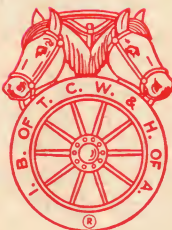
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Men Around Barry Goldwater Plot Union Destruction



The International Teamster has an average monthly circulation of 1,470,086 and an estimated readership of 3,800,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Editorial material should be addressed to:
Teamsters Union, Office of Public Relations and Publications,
25 Louisiana Ave. N. W., Washington 1, D. C.



POSTMASTERS—ATTENTION: Change of address cards on Form 3579 should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and second class postage paid at Washington, D. C. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)

Message from the General President

A Sense of Urgency

WE IN THE Teamsters Union have always taken the position that no one should stand in the way of progress, that we should not impede automation and that the fruits of automation should be shared by industry with labor and with the public.

Now comes a leading U.S. industrialist, a manufacturer of automation equipment for industry declaring:

"In a time of great prosperity," said John I. Snyder of U.S. Industries, "we are faced with great and mounting unemployment. We are faced with the prospect of millions of our young people entering a labor force already overcrowded. We are faced with a Negro revolution at the very moment when we are also faced with an automation revolution."

Snyder listed a number of myths concerning automation:

1. *Automation will not eliminate jobs.* He pointed to one major automobile company reducing its employees by 43 per cent between 1957 and 1962 due to automation.

2. *Automation will create jobs.* If automation did not eliminate jobs, there would be no point in automating.

3. *Those who lose jobs to automation can be retrained for other jobs.* There has to be a job to be retrained for.

4. *Workers displaced in one location can find jobs elsewhere.* Workers who lose jobs to machines are least able to move, they are lower paid workers, older, unskilled and can neither afford to move nor are they psychologically capable of beginning life anew in a strange area.

5. *There is no relationship between the automation revolution and the Negro revolution.* Key issue in Negro protest movement is jobs.

Snyder testified before Congress that we are losing 40,000 jobs a week, over 2 million jobs a year to automation at a time when there is a population explosion.



Those, then, are not the words of a labor leader, hysterical over the loss of membership or the personal misery of his unemployed membership and their consequent economic misery. They are the words of an industrialist who stands to benefit most over the automation of U.S. industry.

Yet, he realizes that it is the worker with a paycheck in his hand to spend on products which makes the free enterprise system work. He seems to realize that progress cannot be defined as a country whose industries are fully automated but whose consumers are bankrupt.

With that kind of a beginning, with that kind of testimony taken from Snyder by the Senate labor subcommittee, isn't it about time that we established a priority and an urgency to the problem of mass joblessness caused by automation and technological progress.

We in the Teamsters believe in earlier retirements on adequate pensions. But we are seriously concerned about the millions and millions of healthy, young and willing workers in the nation who are relegated to the junk heap of the American labor market without ever having had the opportunity to be gainfully employed.

Certainly we must satisfy capitalism's need for profit if our free enterprise system is to endure.

But, we must also satisfy the need of every human being to perform a useful task if we are to preserve human dignity which is the first requisite of a free individual.

A large, stylized handwritten signature, likely of J. R. Hoffa, written in dark ink.

STATE OF THE UNION

The Big Story

Stage Set For National Bargaining As Proposal Is Mailed To Employers

THE BIG labor story coming out of Washington, D. C., last month was approval by the Teamster national freight bargaining committee of a proposal which has been mailed to management to kick off bargaining for a national freight agreement.

The national freight committee approved for presentation to management a proposal which was compiled from requests and suggestions collected by more than 500 local unions

from 450,000 rank-and-file members across the country.

Following an all-day meeting of the committee in Teamster Washington headquarters, Teamster President James R. Hoffa announced the proposal and its contents to the nation's press.

Hoffa called the proposal a \$600 million package, one asking for 15 cents per hour each of the three years of the agreement; upward adjust-

ments for drivers earning less than the established uniform scales; increases of \$1 per week per man in employer contributions to pension and health and welfare funds.

Those demands made up the bulk of the cost items in the suggested agreement for 450,000 over-the-road, local cartage, mechanics and clerical employees.

Also included in the proposal is a new method of figuring cost-of-living

Teamster President James R. Hoffa shown here as he met with the Washington, D. C., press corps to explain union demands for a National Freight Agreement to cover over-

the-road and local cartage jurisdiction. Press, radio and TV turned out en masse to cover the big labor story of the month.



increases, protections against piggy-back inroads on Teamster jobs, a proposed 10-cent per hour contribution by employers to a dental and eye care program, two new holidays (the employee's and Washington's birthdays), funeral pay, jury duty pay, and sick leave.

A preliminary meeting with employers to lay down ground rules for negotiations already has been held, and it was expected that actual contract talks would begin in Chicago before the end of the year.

Hoffa announced the contract proposal on November 6th. That was a Wednesday. Friday the *New York Times* wrung its editorial hands and wept for the employers.

"There ought to be a law," the *Times* suggested, whimpering that congress "ought to be considering what new legislation is required" in view of the demands made in the Teamster proposal.

The *Times* had signaled the rest of the nation's press into action. Given license to speak by the *Times*, the three Washington daily newspapers chimed in. It wasn't long until the nation's press had "warned" the nation.

The *Wall Street Journal*, the businessman's bible, one week before President Hoffa's announcement, had run its quarterly compilation of early earnings reports for the third quarter.

The Teamster proposal amounts to approximately an 8 per cent increase of the three years of the proposed contract. But that 8 per cent fell far, far short of the percentage increases in profits enjoyed by the nation's corporate structure.

According to the *Wall Street Journal*, in the second quarter of this year, profits were up 15.9 per cent; in the third quarter, profits were up 15.2 per cent. Profits for the second quarter were on the annual rate level of \$26.8 billion.

And if profits slip in the last quarter—which the *Journal* said is unlikely—annual profits will be well ahead of the record \$24.6 billion. Indications, says the *Journal*, are that the last quarter will be better than a year ago's record rate, assuring this year to produce the highest corporate net earnings ever.

The significance of earnings reports in relation to collective bargaining were illustrated graphically in two instances.

Both the Steelworkers and the United Autoworkers bought government wage restraint guidelines during their last negotiations with their industries.

Last month, General Motors reported a whopping \$877 million earnings for the first six months and declared an extra third quarter cash dividend for stockholders from its bulging till.

Steel manufacturers—the original guideline boys—reported an almost unbelievable profit spiral for the third quarter of 126.5 per cent.

Even the poverty-stricken railroads were able to line their thread-bare corporate pockets with a third quarter boost in net earnings of 12.4 per cent.

Profits for petroleum products were up 17.5 per cent.

Rubber firms up 26.7 per cent.

Building supplies up 18.9 per cent.

And so it went, on into the profitable night.

Reporters were quick to suggest that the Teamster demands for a national agreement were well above government suggested guidelines. Hoffa was quick to suggest that these proposals of 2 to 3 per cent increases were entirely unrealistic for a wage earner living off a weekly paycheck.

While the newspapers across the nation were calling for laws to protect the public from the Teamster wage demands, the House Post Office and Civil Service Committee formally approved a \$600 million pay raise for 2½ million federal workers—including a \$10,000 a year increase for Congressmen and Senators.

This is apart from the \$380 million raise scheduled to take effect January 1, as the second stage of an increase voted in 1962.

What this meant was a wage increase of 7.7 per cent for civil service workers and a 6.2 per cent increase for postal employees.

The Teamster general executive board has indicated it is entirely in agreement that such increases for federal workers are not only deserved and needed but are also reasonable.

With election year coming up, Congress was going slow on the proposed increase of \$10,000 per year for its members who now are paid \$22,500 a year. But, if and when they pass the proposed increase for themselves, the hike would amount to 44.4 per cent and would make shambles of government wage restraint guidelines.

Even the obedient AFL-CIO was becoming an impertinent child of the government, indicating that it was going to strike out for wage increases far in excess of the 2 and 3 per cent wage restraint guidelines. Productivity, said the AFL-CIO, is far out-distancing wage increases and is even contributing to more unemployment.

Local 574 Dedicates Building



Teamster President James R. Hoffa was the principal speaker when more than 1,000 persons gathered for the dedication of Local No. 574's new building at Cape Girardeau, Missouri, recently. The new \$225,000 building will house the activities of the 1,400-member union in that Missouri community.

National "Nationwide Strike" Month

Press Fills Public with False Fears of Nationwide Strike

NOVEMBER was national "Nationwide Strike Month" in the daily press and in the weekly news magazines. There was no strike, nor the faintest possibility of one.

However, in Washington, D. C., Teamster President James R. Hoffa had announced contract proposals for a national over-the-road and local cartage agreement.

Immediately press, radio and TV began to chronicle to the world what they called "Hoffa Grab for Power" by negotiating himself into position to call for a nation-wide trucking strike and thus paralyze the nation.

U. S. News and World Report on page 121 of its November 18, 1963 issue was typical—if not extra special—of the page after page of misinformation which was available on almost any newsstand in the country.

Here's what *U. S. News and World Report* said under an article entitled "When Hoffa Gets the Power He Wants."

"Just what would result from such a (nation-wide) strike?

"More than 400,000 drivers would be called off the job (the proposed contract would include dockmen, mechanics and clerical help and number 450,000 including drivers), closing down some 16,000 trucking lines. These firms carry 25 per cent of inter-city freight.

"Thousands of factories would close for lack of materials and parts. Many areas could not be supplied by trains.

"Many cities entirely dependent on trucks would be deprived of food supplies. Much perishable food is hauled by trucks. Oil, coal and gasoline shipments also would be stopped. Factories and homes might run out of fuel. Gasoline shortages would force motorists in many areas to put away their cars.

"... Hospitals would face the danger of food and medical shortages, and city governments might find themselves deprived of chemicals for water purification and materials for street repairs."

Sound frightening? Most fantasy is. What are the facts?

1. Any national freight agreement will limit itself to common carriers, those who haul only general freight and do not specialize in any one kind of freight. Private carriers and contract carriers would be involved only in rare instances.

2. Private and contract carriers haul the bulk of the nation's food supply, and would not be covered under the national freight agreement. Bread and milk would not be covered.

3. Oil, coal and gasoline shipments would not be stopped as they would not be covered in such an agreement.

Fuel companies whose drivers are Teamsters are covered under different agreements.

4. Factories and homes would not run out of fuel. Fuel to the majority of factories and homes in the nation are supplied by pipeline. Those homes which use bottled gas or fuel oil would still be serviced by Teamsters working under separate agreements.

5. Gasoline for automobiles would still be carried by private carriers.

6. Hospitals would not be faced with food and medical shortages. The railroads agreed to run what trains were considered emergency carriers. The longshoremens agreed to move

Mediation Service Honored



The Chicago office of the Federal Mediation and Conciliation Service was recently lauded with a plaque from Teamster Local 738 for its "impartial handling of labor-management disputes." The award was presented at the union's fourth annual stewards' conference. Shown here (left to right) are Edward Scott, assistant to the national director of the FMCS, Washington, D. C.; Michael J. Fomusa, Local 738 secretary-treasurer; C. K. Call, FMCS regional director, Chicago; and John E. Cullerton, director, Illinois Department of Labor.

emergency supplies. Teamsters are loyal Americans.

7. City governments do not depend on common carriers for street repair.

8. During the last 40 months, Teamster President Hoffa has negotiated 16 area-wide trucking agreements—all of which would be consolidated into a nation-wide agreement—with only one short strike of three New England carriers. This is an amazing record of peaceful collective bargaining.

9. A nation-wide strike of common carriers would not benefit the Teamster. No one trucker would be too worried if his competition was shut down, too.

10. Teamster strike benefits provide \$15 per member for the first four weekly payments and \$25 per week per member beginning with the 5th payment. That amounts to \$6,750,000 a week for the first four weeks, and \$11,250,000 each week thereafter.

That's a dollars and cents proposition even *U. S. News and World Report* would understand when creating hysteria over a national trucking strike. Obviously no union could long sustain such a costly strike.

11. Mr. Hoffa cannot call a strike. Article XII, Section 1(b) states:

"If a settlement cannot be reached the Local Union shall, at a meeting, order a secret ballot to be taken, and it shall require a two-thirds majority of all members of the Local Union present to adopt a motion to strike. The ballot must be "Yes" or "No" written on paper ballots or by approved mechanical device which assures secrecy . . ." Thus a membership of over 450,000 in nearly 450 locals have the final say.

12. With 13 million trucks registered in this country, there will never be the type of crisis painted by the press.

NLRB Appointee Critical of Gov't. Meddling in Bargaining

Howard Jenkins, newest appointment to the National Labor Relations Board, has expressed skepticism of too much government interference with collective bargaining.

Jenkins stated recently to the Annual Meeting Conference of National Organizations in Miami Beach, that he "would prefer to leave collective bargaining basically in the hands of unions and employers.

"I do not dismiss completely the notion of more government action, but its primary nature should be peripheral . . . the end result of collective bargaining is the parties' own responsibility. I suggest that we encourage—sometimes through the law—full use of collective bargaining before relegating it to the scrap heap of history. It has served us well and can continue to do so," Jenkins declared.

He expressed the belief that "cautious skepticism" is the best reaction to proposals for a "third party at the bargaining table," and the "inevitable regulation of wages and prices that would ensure in one form or another.

"All of this," he added, "is not to depreciate the availability of the good offices of government when difficult

collective bargaining arises. But there is much more that can be done—and is being done—this side of compulsory arbitration and its subtle derivatives."

Jenkins declared that "existing legislation is—for the most part—a necessary element of American labor-management relations." But at the same time, he concluded:

"I view much of the current talk about radical new panaceas, such as compulsory arbitration, with more than a bit of skepticism."

Brewery Worker Meeting Planned

Ray Schoessling, secretary-treasurer of the Teamsters Union National Conference of Brewery and Soft Drink Workers, has issued a call to all affiliated Conference local unions advising them of a divisional meeting of the IBT scheduled for Miami Beach, Fla., Tuesday through Wednesday, Jan. 28–30, 1964. Schoessling said he hoped delegates would attend from each affiliate.

688 to Expand Health Camp Facilities

A \$700,000 expansion project for Teamsters Local 688's health and medical camp at Pevely, Mo., has been announced by Harold J. Gibbons, Local 688 secretary-treasurer.

Gibbons said construction is expected to begin within six weeks.

This major expansion of the camp's facilities will result in a total investment of more than \$2,000,000 in the camp when completed, he said.

The expansion will include construction of the following:

\$350,000 Campus

A \$350,000 campus with classrooms, lecture hall, cafeteria, lounge, library, and two dormitories, each housing 56 people;

An "Indian Village" comprising 12 cabins, each housing eight children, for use in the overnight camping program during the summers;

A regulation nine-hole golf course, including coffee shop and club house;

Tennis courts, basketball courts, and all-weather asphalt courts.

Continuing Program

Gibbons said the camp's trustees have approved the program.

"This continuing improvement of the health and medical camp is in keeping with the concept that our members need a place away from the crowded city where healthful and invigorating recreation can contribute to their general physical and mental well-being, as well as aid them to regain their health during periods of recuperation," Gibbons declared.

The camp, built on the old Dyer estate in Jefferson County that was purchased by the union in 1957, was opened to the members in 1959. Last year a man-made 30-acre lake was opened for fishing. Other present facilities include swimming pool, picnic grounds, ball diamonds, children's playground, and an arts and crafts building.

Record Attendance

Last year attendance at the camp was 27,310 during the season from May to September, an increase of 6,000 over the previous year.

Medical aspects of the camp are coordinated through Local 688's Labor Health Institute.

Teamsters Negotiate Dental Care Plan, First Such Program in Pacific Northwest

Teamster dairy employees and their dependents in Western Washington state—nearly 10,000 people altogether—are beneficiaries of the first dental plan of its type negotiated in the Pacific Northwest.

Arthur Hademan, secretary-treasurer of Teamster Local 66 in Seattle, said the plan was developed by the Washington Teamsters Dairy Division and the Dairy Employers Labor Council. It provides that each member and his dependents are eligible to have all dental charges taken care of up to a maximum of \$500 annually—with the exception of an initial \$10 charge for each person benefitting.

Hademan said Aetna Life Insurance Co., underwrites the plan into which employers pay \$8.65 monthly as a result of negotiations on behalf of dairy workers in Seattle, Tacoma, Bremerton, Everett, Olympia, Aber-

deen-Hoquiam, Wenatchee, and Port Angeles.

The coverage includes fillings, extractions, inlays, crowns, and caps, bridgework, dentures, oral surgery, cleaning, and X-rays. Excluded is orthodontia.

The plan is under the administration of a joint labor-management board of trustees which includes Hademan and Samuel Ellis, president of Local 66, on the union side.

One of the safeguards is a schedule of fees for the guidance of dentists along with a grievance committee to consider complaints that may arise over unreasonable or excessive charges.

Teamster Mayor Of San Francisco

Congressman John F. Shelley, mayor-elect of San Francisco, never imagined years ago when he was wheeling his bread truck all over town that he would one day be mayor of the great coastal city often referred to as Baghdad by the Bay.

Shelley, a long-time member of Teamster Local 484 and a former president of the San Francisco Labor Council and the California State Federation of Labor, was quick to give a large share of the credit for his election victory to the Union Labor Party.

Jack Goldberger, Teamsters Union General Organizer, is president of the ULP which represents about 75,000 union members in the bay area. The political party was founded in 1901 and limits its activities to San Francisco city and county.

Shelley's election campaign labor committee was headed by cochairman Joseph J. Diviny, International Vice President, and Wendell Phillips, secretary-treasurer of Teamster Local 484.

Shelley was first elected to Congress as a Democrat in 1949 and was reelected through the 88th Congress.

Teamster Aids New Jersey Retarded Kids

When ground was broken last month for 12 new cottages to be erected at the State Colony for Retarded Boys at New Lisbon, New Jersey, it represented the accomplishment of a goal for Thomas J. Kelly, president and business agent for Teamster Local 469.

Kelly, who has been president of the New Jersey Association for New Lisbon Boys, and the New Lisbon Retarded Boys Colony Fund, for the past 10 years, has been actively campaigning for these much needed improvements for many years.

After ground-breaking ceremonies, at which Kelly participated with New Jersey Governor Richard J. Hughes, Kelly announced that through the efforts of these organizations, a check for \$3,500 was given to the Superintendent of the Institution at the last meeting to help complete a swimming pool for the 1,300 boys.

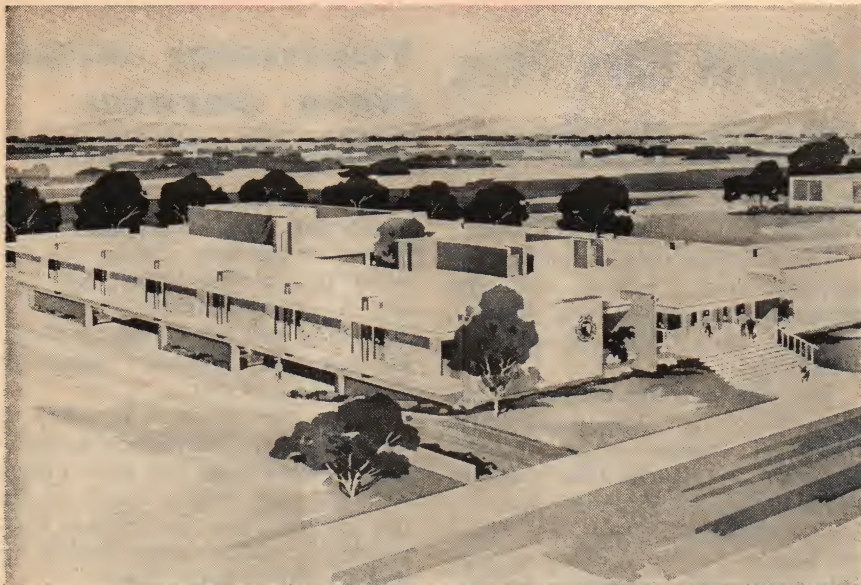
New Jersey Governor Richard J. Hughes (left) and Teamster Local 469 President Thomas J. Kelly break ground for the construction of 12 new cottages at the State Colony for Retarded Boys at New Lisbon, N. J. Kelly is president of both the New Jersey Association for New Lisbon Boys and the New Lisbon Retarded Boys Colony Fund.

Dancing Teamster



Marge Ruane has been a member of Teamster Local 863 for a long time and has been employed at the A&P butter warehouse in Jersey City, for 23 years. Marge and her partner, Dick Alpert, fox-trotted their way to the all-around championship at the recent 29th annual Harvest Moon Ball in Madison Square Garden, New York. Marge, shown here in her dancing costume, hopes to open her own dancing studio soon.





Artist's drawing shows how new headquarters building for the Western Conference of Teamsters in Burlingame, California, will look upon completion. Western Conference officials plan to occupy the new structure in July, 1964.

Western Conference Plans to Open New Offices in July

Construction has begun in Burlingame, Calif., on a modern building which will house administrative offices of the Western Conference of Teamsters and its several Trade Divisions. Transfer of these offices from the existing San Francisco headquarters is expected to take place upon completion of the structure about next July.

"One of the primary reasons for de-

ciding to locate our offices in this suburban community," says Einar O. Mohn, director of the Western Conference of Teamsters, "is the dependence of our representatives on air transportation.

"Since our new headquarters will be only about a five-to-ten minute motor ride from San Francisco's International airport, our officials will

IN THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF COLUMBIA

JOHN CUNNINGHAM, et al., :
Plaintiffs :

v. :

JOHN F. ENGLISH, et al., :
Defendants. :

Civil Action No. 2361-57

JUDGMENT OF DISMISSAL

This matter having come on for consideration on the application of counsel for all parties for a dismissal of this case and it appearing to the satisfaction of the Court that all matters have been resolved and it further appearing that a "Notice," pursuant to the provisions of Rule 23 (c), Federal Rules of Civil Procedure, has been printed and published as directed by this Court on August 26, 1963, and no objections having been filed as provided in such order, it is now by the Court, the 22 day of October, 1963, at 2:35 p.m.

ORDERED that the case be, and hereby is, dismissed.

Alexander Holtzoff, Judge.

Insurance Disillusions Truckers

The nation's trucking companies have been looking for a suitable strike insurance since the first of the year, in anticipation of upcoming contract talks, but have not found a suitable plan and may have convinced themselves that strike insurance has more drawbacks than advantages.

So-called "business interruption insurance" was one of the major objectives staked out by the chairman of the American Trucking Associations' industrial relations committee chairman, John Akers, last January.

Daily Labor Report, published by the Bureau of National Affairs in Washington, D. C., reports that "the railroads and airlines both have strike insurance, but it is their experience that has made truckers conscious of some of its disadvantages, according to industry sources."

William A. Patterson, president of United Airlines, discussed one drawback at UA's stockholders meeting last Spring. It is that the company with good labor relations pays for the bad relations of other companies. Patterson reported he had seen other airlines take strikes over issues that United already had settled.

Another drawback recognized by the truckers is that insurance against financial loss to itself may encourage a company to take a strike rather than accept a settlement.

enjoy the convenience of being able to arrive on early or mid-morning flights, spend the time necessary to transact business at our offices, and return to their home cities in any of the mainland states and even western Canada well within the space of one day.

"Excellent highway and railroad transportation facilities also are available to our new Burlingame location, so there should be a general benefit to all who conduct business with us."

Teamsters, Longshoremen Collaborate On First Coastal Wide Agreement

Teamsters Union and International Longshoremen and Warehousemen's Union representatives signed the first joint coastal agreement to be reached with an employer as a result of negotiations recently with Kaiser Gypsum Co.

The agreement provided Kaiser workers in Seattle, Wash., Long Beach and Antioch, Calif., with their largest gains in the history of the industry—without resort to strike action.

Concerned with the contract were Teamster Local 117 in Seattle and ILWU Locals 20 and 6 in Long Beach and Antioch.

Teamsters Union General Organizer Bill Williams headed the IBT negotiators while Secretary - Treasurer Louis Goldblatt headed the ILWU negotiators.

Besides substantial gains in wages,

• Safeway Strike Wins

Driver and helper members of Teamster Local 639 employed by Safeway and servicing most of the 221 Safeway outlets in the Washington, D.C., area won a 9-day strike in late November with noteworthy contract improvements.

The Local 639 members delayed returning to work for a day until warehouse members of Teamster Local 730 ratified their agreement with Safeway.

The contracts expired at the end of October but it wasn't until mid-November that the Teamsters walked off their jobs after several days of fruitless negotiating.

Under the old contract, meat truck drivers received \$2.91 an hour and other drivers got \$2.77. Loaders received \$2.66 and helpers made \$2.54. They received gains ranging from 34 to 39 cents an hour in each category spread over a 2-year period. There were added benefits in holiday and vacation pay.

Warehousemen formerly received pay ranging from \$1.90 to \$3.29 an hour. They won pay increases of 39 cents an hour over a 3-year period and fringe benefit gains.

hours, and conditions, along with other benefits, the new agreement achieved parity with a single expiration date of June 1, 1966, at all 3 plants.

Hoffa Cheered By Building Trades

NEARLY 18,000 building trades union men gave Teamster President James R. Hoffa a standing ovation in Convention Hall in Philadelphia last month when Hoffa presented the Greater Philadelphia Area Building and Construction Trades Council with a check for \$5,000 to fight non-union contractors.

None of the international presidents from the building trades attended the meeting which was called to rally support against open shop building contractors in the Philadelphia suburbs.

James J. O'Neill, president of the Philadelphia building tradesmen, read a resolution calling for the presidents of international unions in the building trades to contribute \$5,000 each to fight the non-union contractors, the Associated Builders and Contractors, Inc.

A resolution calling for the return of the Teamsters to the AFL - CIO was unanimously passed at the two-hour meeting.

Hoffa addressed the group for nearly an hour, telling the union members to watch for efforts in Washington, D. C., to pass more anti-labor legislation.

Philadelphia Mayor Tate also addressed the rally, saying he was in the fight against the non-union contractors. "I did not come here today to make a political speech," he said, "but to stop this movement of scabs from coming into Philadelphia."

The mayor was reelected the following Tuesday—with the blessings of the Teamsters.

Strike Losses Drop to a Postwar Low

The total number of workers on strike in September dropped to 155,000, lowest figure for the month since 1944, according to the Labor Department's bureau of labor statistics.

Strike idleness amounted to 1,100,000 man-days in September, equal to 0.11 per cent of estimated working time.

The lost-time ratio in September was also the lowest it has been in almost two decades. The ratio was 0.15 per cent in August of this year, 0.18 per cent in September, 1962, and 0.28 per cent in September, 1961.

About 300 stoppages, involving 100,000 workers, were started in September. About three-fifths of the new strikes took place in manufacturing industries. The 250 strikes continuing from August brought the September total of strikes in effect to 550, down 25 from the preceding month.

Man-days lost so far in 1963 are at the second lowest mark in over two decades.

Rodeo Winner



Arvil Kitts, a member of Teamster Local 100 in Cincinnati, Ohio, is shown with some of his trophies won for driving skill. Kitts won Cincinnati honors for the inter-company rodeo conducted by Anchor Motor Freight, Inc., and went on to take 3rd place in national competition. Brothers Jack Patton and Paul Marcum of Local 100 won 2nd and 3rd place respectively in the Cincinnati rodeo.

Teamsters Chosen to Transport Racers to Mexico Grand Prix

FOUR Teamsters Union members from Local 449 in Buffalo recently enjoyed one of the rarest of tasks—hauling three-quarters of a million dollars worth of racing cars across the country.

Wheeling their loads totaling 21 Grand Prix racers were Edward Faltisko, Dean Rosier, Warren Ramacher, and Arthur Buxton.

Grand Prix

Originally the cars from England, Italy, and Germany entered the country through Idlewild and participated first in the U.S. Grand Prix at Watkins Glen. After that race, the autos were trucked to a Buffalo terminal for repair and exhaustive checks, then reloaded for transport to Mexico City for the Grand Prix of Mexico.

Following the Mexico Grand Prix, the cars were hauled back to Idlewild for air shipment to London where the British Grand Prix was scheduled early in November to be followed by the last Grand Prix of the season at Capetown, South Africa, Dec. 28.

Safety Records

Included in the cars was the British-made Lotus driven by Jim Clark of Scotland who already had sewed up the 1963 Grand Prix world championship with victories in previous races.

Teamsters Faltisko, Rosier, Ramacher, and Buxton were chosen for the transport duty because of their lengthy experience and fine safety records. From Buffalo to south of the border and back again to New York,

they drove the entire distance. The route was more than 5,600 miles.

Each racer was insured for \$28,000. In addition, the shipment included 129 parts. One trailer loaded 6 cars; the other trailers carried 5 cars each.

While the racers only weighed about 1,000 pounds apiece, nevertheless it took 6 men to slide each auto aboard the trucks in accordance with strict handling specifications which forbid driving the racers onto the trailer beds.

Anchor Chains

Anchor chains were affixed only to special holds on the cars and each vehicle was securely covered with plastic and burlap for protection against weather and the prying hands of the curious. Consideration for the last factor was important because many of the racers have almost entirely aluminum bodies.

As a security measure, the Teamsters were required to telephone home base daily to report their location. Police along the travel route were notified ahead of time that the expensive Grand Prix racers were coming through.

New Stories

When the job was completed and the racers—among the fastest autos in the world—were returned to New York City, the Teamsters Union members returned home to Buffalo with another enriching experience behind them and a few new stories to prove it.

A prized auto shipment of Grand Prix racing cars valued at a total of \$750,000 is shown loaded and waiting to move out from Buffalo, N.Y., with members from Teamster Local Union 449 in the cabs.



Springmeier Workers Vote IBT Membership

Employees of Springmeier Shipping Co., a major freight forwarder headquartered in St. Louis, Mo., and operating in 8 cities across the country, voted to leave the Brotherhood of Railway Clerks and join the Teamsters Union.

The vote in the National Labor Relations Board representation election was 116 for the Teamsters and 84 for the BRC.

The election victory culminated an 18-month campaign in which the Springmeier workers, openly dissatisfied with BRC representation, had to sign authorization cards 4 times before the NLBR would grant the election.

To make it still more difficult, it was necessary for a majority of the workers at each Springmeier office to turn in the authorization cards. Organizers from the International Union helped in this respect.

Still pending as *The International Teamster* went to press was an election due at the National Carloading Co., headquartered in New York City with a total of 350 dock and office workers.

A majority of the National Carloading employees signed authorization cards but a date was still to be set by the NLRB.

• Terminal Automation

Automation is highly developed at the new air freight terminal of the Orly Airport in Paris, France. The terminal has facilities for 23 airlines and 37 forwarding agents. It is held together by a conveyor system capable of processing 700 airmail packages an hour. The belt can be operated by one man and shuttles packages weighing up to 40 pounds.

• Effect of Automation

A recent U.S. Department of Labor report showed that in the past 4 years production has increased nearly 8 per cent while output per man hour has gone up nearly 18 per cent in factories across the nation.

Secondary Boycott Case Results In Pro-Teamster "Ally" Decision

Teamster Local 810 of New York City recently won a federal court case in which a precedent-making decision upholding trade union rights was made under the so-called secondary boycott provisions of the Taft-Hartley Act.

The case involved the Ideal Roller & Mfg. Co., Chicago and Long Island

plants, and Silver Star Storage, Inc., also of Chicago.

In essence, the decision against the National Labor Relations Board was the first judicial ray of hope to touch the secondary boycott prohibitions of the law for years. Made by Judge Hubert L. Will of the federal district

court for Northern Illinois, the ruling was generally regarded as broadening the leeway a union has in picketing secondary employers without being hamstrung by injunction.

The seed for the litigation was Local 810's decision to strike Ideal's Long Island City plant last April 1 when the company refused to bargain in good faith.

Picket lines were set up at Ideal's 5 plants, including the Chicago plant which was not on strike.

Prior to the strike it had been Ideal's method to ship and receive goods by truck at the Chicago plant. Its own employees unloaded trucks and handled materials on the company's docks.

When picketing began, however, Ideal changed its pattern.

It made a contract with Silver Star Storage, Inc., under which shipments intended for Ideal at Chicago were shipped instead to Silver Star's warehouse, unloaded there, and placed in boxcars. When a boxcar was filled, it was then sent to Ideal by rail.

The procedure was reversed for shipments out of Ideal's plant.

NLRB Complaint

Local 810 and Chicago Teamsters Local 743 jointly informed Silver Star it would be picketed if it handled Ideal merchandise. When picketing began, employees of various motor carriers refused to cross lines to handle Silver Star shipments consigned to Ideal.

At this point, the NLRB issued a complaint charging Local 810 with violation of secondary boycott provisions of Taft-Hartley and asked for an injunction restraining picketing at Silver Star.

Judge Will denied the injunction. He held that the so-called "ally doctrine" exception to the secondary boycott prohibitions of the law was not limited to situations where the primary employer is struck and employees of a secondary employer engage in work previously performed by the strikers.

The judge ruled that a secondary employer is an "ally" and is engaged in "struck work" when it performs services or work previously performed by employees of a lawfully picketed plant—even though such workers are not on strike but are prevented from performing services or work by the lawful picketing.

Judge Will noted that the case was complicated by the fact that Ideal's Chicago plant employees were not on strike, and that the picketing was a

New Army Installation Honors Memory of Teamster War Hero

DEDICATED in honor of a one-time Teamsters Union member who died a hero's death in World War II, a new army installation was placed into operation recently as the Raymond Zussman U.S. Army Reserve Center in Detroit, Mich.

The center was named in the memory of Zussman who was a member of Teamster Local 337 and served as a steward prior to World War II. The new army unit will house medical and hospital detachments.

Besides serving as a steward during the late 1930's, Zussman helped or-

ganized dock workers at Sams, Inc., for Local 337. The local union members remember him as a militant union man who worked hard for the rights of his fellow workers.

When he entered the armed forces, Zussman carried the same courageous outlook with him. He was killed Sept. 21, 1944, and was posthumously awarded the Medal of Honor.

At the close of World War II, Local Union 337 prepared a resolution recalling Zussman's achievements and made his record a permanent part of the May 8, 1945, meeting minutes.



Henry and Bernice Zussman flank a plaque at dedication ceremonies for the Raymond Zussman U.S. Army Reserve Center in Detroit, Mich., named in honor of their late brother, a one-time member of Teamster Local 337, who died in action as a 2nd lieutenant during World War II.

direct result of the strike at Ideal's plant in Long Island City. The decision read:

"The union's picketing of the Chicago plant is intended to increase the effectiveness of its strike in Long Island and is lawful.

"Ideal's relationship with Silver Star was designed to circumvent the situation created by the picketing.

"This alone is not sufficient to permit picketing of a secondary employer, but when the device utilized causes work previously done by employees

of the picketed plant to be assigned to the secondary employer, the ally doctrine becomes applicable.

"If Ideal's Chicago dock employees were on strike and Silver Star was hired to do their work, it would be an ally. It is equally so when, as here, some of the customary activities of the dock employees are transferred to Silver Star to avoid the impact of Local 810's picketing.

"It was not the intent of Congress in passing the National Labor Relations Act to protect such a situation."

Jt. Council 36 Host Council To Canadian Workshop

THE CANADIAN Government's imposition of a trusteeship over the affairs of the Seafarers International Union was a major topic of discussion at the recent Western Canada Workshop hosted by Teamster Joint Council No. 36 in Vancouver, British Columbia.

Delegates heard Teamster Western Conference Director Einar Mohn score the recently enacted "Maritime Union Trusteeship" legislation by the Canadian parliament as a "misnomer" designed to control the activities of one specific union.

Mohn called the action by the Canadian government "extremely dangerous" and a "backward step."

Said the Western Conference Director:

"Federal governments are in a con-

stant struggle with the provinces and the states as to whether it is necessary in our society that we centralize more and more power.

"Having passed the Rubicon on this issue, the federal government now has established the need and the right to impose a trusteeship, with powers that are very nearly absolute in the running of these internal affairs of that union."

Outlining the danger, Mohn commented that "once having done that, the fear I have and hope I can transmit to you is that it's going to become that much easier the next time there is some kind of crisis that faces Canadians and Canadian labor and the 'public interest' as it is called."

Mohn stated that he suspected that behind the trusteeship imposed on the SIU was the dollars and cents issue

involved in Canada's massive deal to sell wheat to Soviet Russia.

The meeting was the first annual Western Canada Workshop, and was presided over by E. M. Lawson, president of Teamster Joint Council No. 36.

More than 65 delegates and 150 shop stewards attended the workshop's banquet session.

Transportation Big Weapon In World Trade

Modern transportation gives America a potent competitive weapon in many world markets, according to the head of Stanford's Transportation Management Program.

Addressing the National Freight Traffic Association meeting here, Karl M. Ruppenthal of the Stanford Graduate School of Business said:

"While we still have a long way to go to attain optimum transport coordination, we are so far ahead of many of our low wage competitors that we can compete in many overseas markets on an equal basis.

"If we succeed in making significant improvements in our transportation posture in the U.S., we should find an important means of stopping the outflow of gold."

Illustrating these points, Ruppenthal continued: "Even the Japanese are concerned about the possible loss of certain markets to American producers. This stems from the fact that wage differences are becoming narrower and because the U.S. potentially has a tremendous transportation advantage.

"Only a short visit to Tokyo is necessary to appreciate the dimensions of their problem. While rail transport is efficient, it is inadequate to cope with the full needs of the country. Highway transport is hopelessly congested, costly and inefficient.

"Loading and unloading operations that in this country would take two or three men are staffed there with 20 or 30. Not only are the savings that are indicated by low wage rates quickly wiped out, but the whole operation is made cumbersome and inefficient because there are so many cooks stirring the broth."

The International Teamster

Teamster Joint Council 36 President E. M. Lawson welcomed delegates to the workshop. Seated (right) is Western Conference Director Einar Mohn. Far left is Reg. Clements, chief conciliation officer of the provincial department of labor. Seated next to Lawson is Harold Taft, secretary of the Vancouver Building Trades Council.



Hoffa Influence Felt

AFL-CIO Leadership Rebuffs Delegates' Teamster Sentiment

WHEN THE fifth biennial convention of the AFL-CIO drew to a harmless close last month, one weekly news magazine commented succinctly that Teamster President James R. Hoffa was "conspicuously not there."

Many things underlined the discontent of many AFL-CIO affiliates with the continued exclusion of the world's largest union from the House of Labor.

There was the grumbling of the delegates when AFL-CIO President George Meany brought the Teamster readmission resolution to the floor during a lull in proceedings when many delegates were not in the hall. The resolution introduced had been authored by his hand-picked resolution committee, and in no manner resembled the many resolutions from affiliates which called for direct readmission of the Teamsters.

There was altercation in the lobby of New York's swank, brand new Americana Hotel when George Meany called the cops to remove a building trades exhibit calling for "more international presidents like Jimmy Hoffa." The exhibit was blanked by a large portrait of the Teamster president.

The building tradesmen offered to fight to keep the exhibit intact, but succumbed two hours later when the cops answered George Meany's call.

There had been a genuine grass roots ground swell of sentiment for Teamster readmission to the AFL-CIO, but this was not the year for grass roots sentiment to prevail.

The AFL-CIO Building and Construction Trades Department published in booklet form resolutions submitted from its member unions for consideration by the Department's 52nd convention held the week before the AFL-CIO meeting.

Resolution No. 11 through 65 in that booklet (54 of them) called for readmission of the Teamsters. They represented the sentiment of local building and construction trades councils across the land.

Also calling for Teamster readmis-

sion were the Metal Trades and the Maritime Unions.

There was a joke circulating around the AFL-CIO convention. It stemmed from a tailor and sewing machine stationed outside the convention hall by the Clothing Workers to sew on buttons and make minor repairs to torn clothing.

Remarked many a delegate: "That tailor is the first rank-and-file member many of the AFL-CIO brass has seen in years."

But if it was a joke on the surface, it had a deeper meaning, and Teamster President Hoffa discussed this meaning in an interview with *Newsweek* magazine when he answered the question: "What's wrong with the AFL-CIO?"

Everything's wrong, that's what's wrong. It's doing nothing. It's not doing anything politically. It's not

doing any organizing. It's going backwards, not ahead. What we need is a real organizing program."

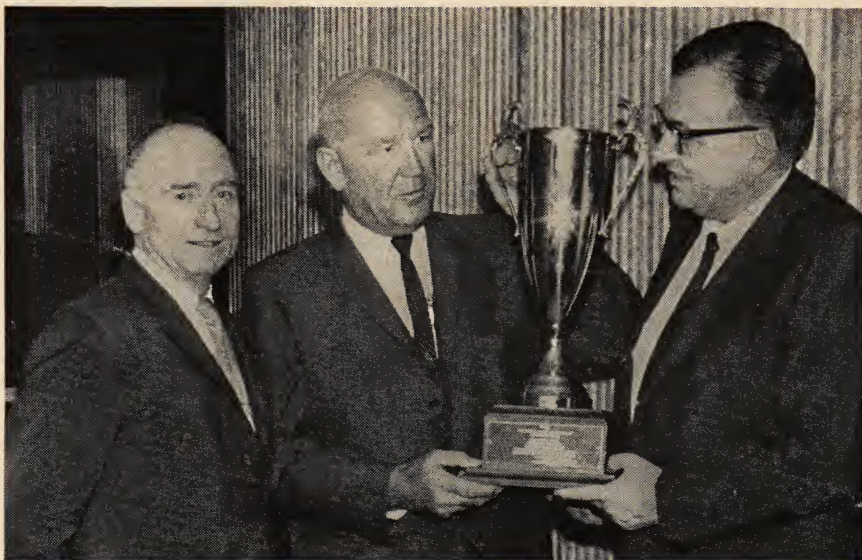
Hoffa's criticism and the joke about the AFL-CIO brass and the rank-and-file tailor struck at the heart of the illness which besets the so-called House of Labor.

The average age of the 29 members of the AFL-CIO executive council is 63. Oldest member is Harry Bates, president emeritus of the Bricklayers, who is 81.

There is Meany who is 69; David Dubinsky of the Ladies Garment Workers, 71; A. Philip Randolph of the Sleeping Car Porters who at 74 shows more spark and vitality than any of the rest; Jacob Potofsky of the Amalgamated Clothing Workers who is 69; William McFetridge of the Building Service Employees, 69.

As the Federation discussed its prob-

Top DRIVE Recruiter



Alexander J. Hylek, center, secretary-treasurer of Teamster Local 251, Providence, R.I., is presented the first annual DRIVE Citizen-Statesmanship Achievement Award by DRIVE Executive Director Sidney Zagri. The award is inscribed, "For Outstanding Leadership in Attaining the Highest Number of DRIVE Memberships in the Nation." Watching the presentation, left, is General Organizer Nicholas P. Morrissey. Hylek has been one of DRIVE's most enthusiastic supporters from its very inception.

lems and ills and as George Meany lashed out at critics, the undercurrent of conversation among many delegates was that "the Teamsters aren't losing membership . . . Jimmy Hoffa is young . . . Jimmy Hoffa hasn't lost touch with the rank-and-file . . . he's militant . . . he's got a growing union."

Such criticism of the AFL-CIO by its own delegates came from those who work with the Teamsters on the local level in the day to day business of representing the rank-and-file of organized labor.

Opposition to Teamster readmission to the AFL-CIO came from AFL-CIO brass who didn't even recognize the tailor as a rank-and-filer.

After the AFL-CIO had turned down the Teamster readmission question, delegates heard from President Kennedy who is opposed to the Federation's proposed 35-hour work week.

They heard from Republican Presi-

RTW Exposed

The U.S. Department of Labor has asked the federal courts to force the so-called National Right to Work Committee to comply with the Landrum-Griffin Act by filing a form as an employer-consultant.

dential hopeful, Gov. Nelson Rockefeller.

They passed resolutions covering everything from automation to Cambodia.

They dutifully reelected 69-year-old George Meany as their president.

They packed their bags and returned home to the troubles which are besetting organized labor and which are still unsolved.

California Teamsters Help Food for Freedom Group

Teamster Local Union 85 in San Francisco joined with International Longshoremans and Warehousemen Unions to help a Food for Freedom Committee ship more than 18,000 pounds of food to Negro freedom fighters in Mississippi.

Citizens of the greater Bay area donated the food which was collected at the Republic Van & Storage Warehouse in Menlo Park. Teamsters and Longshoremen took it from there as

Republic volunteered the truck.

Several other Teamsters Unions have responded to similar Food for Freedom appeals elsewhere in the country. The food is distributed to Mississippi Negroes who have been subjected to economic reprisals because of showing an interest in their right to register to vote. In many cases, they have lost jobs, credit, and even welfare funds have been terminated.

Teamsters Union members, Food for Freedom volunteers, and well-wishers see a truck off to Mississippi—laden with 18,000 pounds of food for oppressed Negroes.



A Note of Gratitude

James R. Hoffa
General President
International Brotherhood of Teamsters
Washington, D. C.

Dear Sir and Brother:

Thomas N. F. Brady and family have asked us if there was any possible way of publishing an item of thanks in the Teamsters magazine.

If you recall, his picture and a resume of the family's plight was published in last November's issue.

The response from Brother Teamsters was overwhelming. Many contributions were acknowledged personally, but some had no name or address. We concur with the Brady family and feel that if a public "thanks" were made, those who were unidentified would know their contributions were appreciated.

Tom was released from the hospital in June, his condition unchanged.

His Brother Teamsters through their generosity, have provided a bedroom and bath on the first floor of their home, wheel chair ramps and many small items too numerous to mention.

We shall be very grateful, if you will in your own words, write a small note of thanks in our magazine to all those wonderful people.

Thanking you very much for your cooperation in this matter, I remain

Fraternally,
Frank Abrimont
Secy.-Treas.
Local 331
Atlantic City, N.J.

Labor-Management Decide

Improved Communications, Products Needed to Bolster Baking Industry

NEED for greater communication between labor and management plus a need for new and improved products were areas of agreement at a mid-November Harriman, N. Y., Conference on Problems of Distribution in the baking industry.

Attended by some 30 representatives for bakery wagon drivers and salesmen from coast-to-coast and a similar number of top management in the baking industry, the conference was sponsored by the Economics of Distribution Foundation, Inc., of Columbia University.

The meeting has been an annual event since 1955 and is considered the forerunner of the so-called labor-management committees considering problems in various industries between contract negotiations.

David Kaplan, president of the foundation and a former research director for the International Brotherhood of Teamsters, chaired the 2-day program consisting mostly of give-and-take group meetings in which the Teamsters and company executives hashed over problems surrounding the marketing of bread.

Since the conference was not a

policy-making body but rather a session for a meeting of minds, there were no formal resolutions to result. However, most of the men in attendance were agreed that there was room for improved communications not only between labor and management but between the higher and lower echelons of management and between companies within the industries.

Dr. Nicholas M. Thuroczy of the Marketing Economics Division for the U.S. Department of Agriculture discussed the question of whether distribution is the major problem in the wholesale baking industry. He concluded that it was not the most important problem, saying:

"Emphasis in the future must be placed on much broader issues than distribution problems alone. The industry must make a concentrated effort to produce and sell more goods and new quality products that the American consumer wants. If this is done, a feasible solution to distribution problems should not be too far away."

Thuroczy cited significant trends in the industry particularly in regard to prizes, gross margins, and productivity. He also noted that there is an increas-

ing trend toward bread-freezing by bakers. Prof. Kaplan also discussed trends, relating the changes in bakery industry growth corresponding to the increasing grocery field dominance by chain supermarkets.

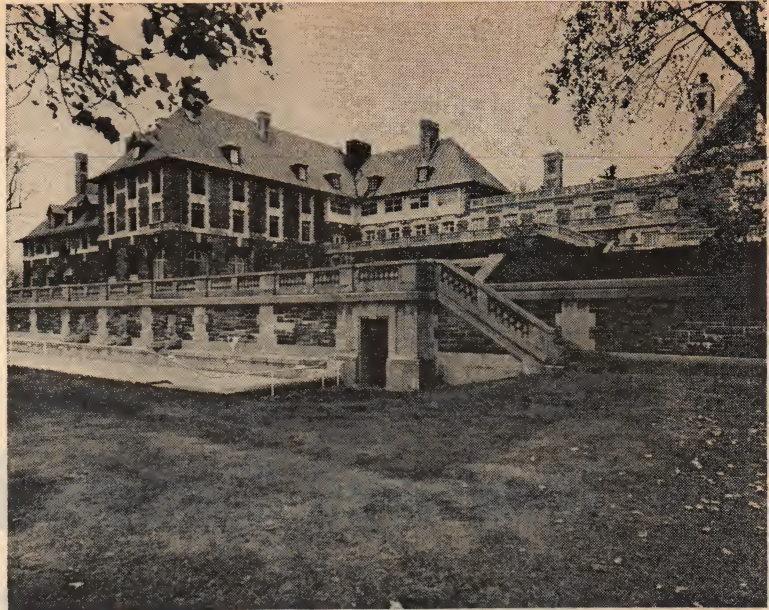
A panel discussion on "What is Happening in Distribution?—" featured 5 speakers each from labor and management. The panel laid the groundwork for an illuminating session later under the title of, "Discussion of Union-Management Cooperation in Communicating with Route Salesmen on Economic Problems of Distribution."

Methods of gaining more route development by reducing the amount of time driver-salesmen spend on their "bookkeeping," making established bakery products more competitive with other foods, and correction of industry abuses were points that popped up frequently in the general discussion.

Theodore W. Wheel, nationally-known arbitrator and secretary of the Economics of Distribution Foundation, Inc., was the keynote speaker for the conference. Other duties prevented Harold J. Gibbons, Teamsters Union Executive Vice President and also vice



William H. Tappe (standing at left), secretary-treasurer of Teamster Local 485 in Pittsburgh, is shown making a point during general discussion at the baking distribution meeting.



Arden House, mountain-top home once owned by the Harri-man family, was the scene of conference sponsored by the Economics of Distribution Foundation, Inc., of Columbia U.

president of the foundation, from attending as scheduled. Al Weiss, IBT research director, took part in the meeting.

Teamsters Union representatives on hand included:

William Arrell, trustee of Minneapolis Local 289; Les Benham, secretary-treasurer of Oakland, Calif., Local 432; James F. Carroll, business representative of Los Angeles Local 276; Thomas F. Carroll, secretary-treasurer of Boston Local 494; Mac Clair, recording secretary of Toronto Local 647;

Royal Cowger, secretary-treasurer of Sedalia, Mo., Local 534; C. E.

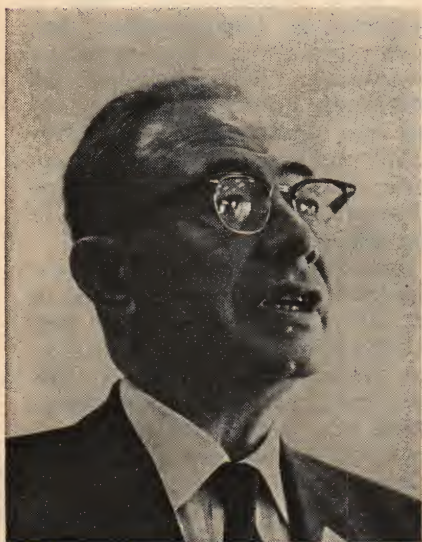
Davis, president of Indianapolis Local 188; Anthony P. Dolce, secretary-treasurer of Rochester, N. Y. Local 791; Edward W. Elliott, president of Detroit Local 51; John P. Hartigan, Bakery Trade Division representative, Eastern Conference of Teamsters;

W. R. Hillmann, secretary-treasurer, and Edward Ehlert, business representative, of Sheboygan Local 56; Harry Katchadoorian of Fresno, Calif., Local 431; Lee Kearney, secretary-treasurer of Orange, Calif., Local 952; Otto Kozlik, secretary-treasurer of Omaha Local 204; C. H. Leonard, secretary-treasurer of Los Angeles Local 276;

Howard Logan, secretary-treasurer of St. Louis Local 611; William H. Tappe, secretary-treasurer, and William J. Marshall, business agent, of Pittsburgh Local 485; Norman Meints,

trustee of Flint, Mich., Local 332; Joseph F. O'Hare, secretary-treasurer of Minneapolis Local 289; William B. Overy, business agent of Toronto Local 647;

R. E. Rhodes, secretary-treasurer of Denver Local 219 and representing the Western Conference of Teamsters; Jack C. Scherer, secretary-treasurer of New York City Local 550; Robert A. Smith, vice president of Buffalo Local 264; Fred E. Squires, president of Kansas City Local 335; Ralph Vonasch, trustee of Gary, Ind., Local 142, and Charles W. Wright, Sr., secretary-treasurer of San Bernardino, Calif., Local 166.



David Kaplan, former research director of the International Brotherhood of Teamsters, presided over the baking industry distribution conference.

American diets 50 years ago included a per capita consumption of 300 pounds of grain equivalent of wheat in all forms according to the U.S. Department of Agriculture.

By 1947-49—35 years later—per capita consumption was down to less than 200 pounds per eater.

Today, the average American puts away a little more than 160 pounds of grain per person a year.

Throughout the period, beef, poultry, and vegetable consumption have doubled.



Dr. Nicholas M. Thuroczy, U.S. Department of Agriculture economist, cited significant trends in the baking industry, suggesting that solutions to problems were not "too far away."

DRIVE Rallies Grass Roots Attack On Bill Threatening Teamster Jobs

I Am the DRIVE Reporter . . .

I make no editorial pretense of non-partisanship—I am partisan for what's good for Teamsters and their families . . . and for all Americans seeking a better life.

As far as political parties are concerned, I am bipartisan—I am for the member of the party, regardless of its name, who stands for equal justice, fair play and good government. I am against those, regardless of party dress, who would destroy unionism and who would adopt legislation that threatens Teamster family security.

Capitol Hill is my beat. It is my business to know what goes on behind the scenes, to look behind the Gobbledygook Curtain of political double-talk and report what is happening—not

what is being said. There's a world of difference.

I am dedicated to building a strong DRIVE political and educational program, drawing nationwide strength from the grass roots of villages and the nation's teeming industrial cities.

I do this in 12 fact-probing pages, twice a month.

This four-page capsule edition is to introduce me to every Teamster member.

Join DRIVE and I'll be arriving regularly at your home in full 12-page-or-more dress, with information about your family security that you can't buy anywhere.

DRIVE has embarked on a major battle to marshal grass roots Teamster members' strength in opposition to H. R. 4700, a transportation bill which would pose a direct threat to thousands of Teamster jobs.

Opposition of DRIVE is centered on Section 2 of the bill—a companion measure to S. 1061—dealing with exemptions of bulk agricultural commodities from rate regulation.

(Legislative Roundup)

The House Interstate Commerce Committee now has under consideration a compromise draft to the bill, including Section 2 in a form opposed by the Teamsters, and a vote is expected in the committee in early December.

As written in the compromise, Section 2 would extend to railroads, water carriers and freight forwarders the exemption now granted transportation of agricultural commodities and fishery products by motor carriers.

This exemption originally was granted as a means of accommodating farmers, ranchers and fishermen in moving their products to local markets. Other carriers have complained these exemptions have been exploited and asked Congress to extend exemptions to all.

As a fairer solution, the Teamsters are supporting H. R. 5201, which would limit exemptions granted motor carriers to those of "not more than three axles."

This would satisfy the intent of Congress in protecting the smaller farmer and operators from rate regulation.

Teamster officials see a serious threat to Teamster jobs if H. R. 4700 were to become law with Section 2 in its present form, and letter-writing campaigns are being urged by

(Continued on Page D-16)



WASHINGTON, D. C.

SPECIAL EDITION

DRIVE Will Score in '64

DRIVE Mobilizing Strength for Big Effort; 'Principles' Will Be Test

The DRIVE campaign for 1964's crucial elections is on the launching pad and all systems are "go."

Its most intensive membership campaign will be touched off January 15.

A comprehensive educational program is being interwoven with a stepped-up drive to get more block and precinct organizations and to strengthen existing ones. Plans for encouraging regular precinct and ward meetings are being pushed.

As the big push gets going, there will be monthly DRIVE meetings throughout the country on the same day to focus attention on current developments.

Cornerstone of the DRIVE campaign will be DRIVE's

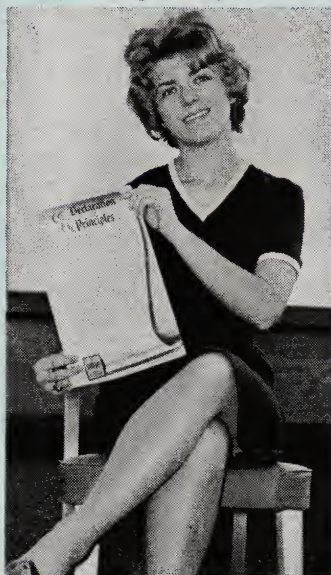
"Declaration of Principles." (See Page C-16).

Copies of these will be distributed throughout the Teamster movement to get thousands on thousands of signatures.

DRIVE's role as "legislative watchdog" will become increasingly important in 1964. Typical of what it will be watching for is disgraceful story told in this issue's BEHIND THE SCENE (See Page D-16).

These signed petitions will be presented to candidates, and they will be asked to take a stand on them. Their stand on the Declaration of Principles—encompassing a progressive legislative program—will determine DRIVE's evaluation of the candidates.

Sign Up!



Every Teamster family will have a chance to sign DRIVE's Declaration of Principles for 1964. (See Page 4.) Copies, with space inside for signatures, will be distributed to local unions. Individual members may obtain copies by writing DRIVE headquarters, 25 Louisiana Ave., Washington, D. C.

SPECIAL EDITION

DRIVE Reporter

Published twice monthly by the Department of Legislation and Political Education, International Brotherhood of Teamsters.

James R. Hoffa
President

Harold J. Gibbons
Executive Vice President

Sidney Zagri
Director, DRIVE

17 OCTOBER 1972

'Get Teamsters' Move Begins

There is strong evidence this month that writers for editorial pages of some of our major newspapers don't read the financial pages.

On November 6, following a meeting of the Teamsters 75-member bargaining policy committee, President James R. Hoffa announced the union will seek wage and fringe benefits totaling \$600 million over a three-year period for 400,000 members under the first national contract covering inter-city and local cartage trucking companies.

Bulk of the benefits would be in 15-cent hourly increases during each of the three years, with upward adjustments for drivers earning less than the established uniform scales. The Teamster proposal also called for yearly increases of \$1 in employer payments into each the health and welfare fund and pension fund.

An unidentified management spokesman, acting in approved pre-bargaining fashion, promptly called the demands "outrageous."

This occurred on Thursday.

ON FRIDAY, the *New York Times* took up the cry of the industry theme and shrieked that "Congress ought to be considering what new legislation is required" in view of the demands.

The shrill protest of "there oughta be a law" was quickly picked up in editorials the next day in the *Washington Daily News*. The following day, the *Washington Post* hinted likewise.

The editorial writers—by ignoring or by ignorance—did not see fit to mention that one week prior to President Hoffa's announcement the *Wall Street Journal's* quarterly compilation of early earnings reports for the third quarter indicated a smashing record increase in corporate earnings for the year.

EXTRA! EXTRA!



IN THE SECOND quarter of this year, profits were up 15.9 per cent; in the third, profits were up 15.2 per cent. Profits for the second quarter were on the annual rate level of \$26.8 billion. And even if profits slip in the last quarter of this year, the Journal reported annual profits will be well over the record of \$24.6 billion. But the Journal added that indications are the last quarter will be better than last year's record rate, assuring this year to produce the highest level of corporate net earnings by far.

Let's look at some of the profit spirals in various industries for the third quarter:

- Railroads, the poverty problem kids, were up 12.4 per cent in net earnings.
- Petroleum products, many of them moved by Teamsters, up 17.5 per cent.
- Rubber companies up 26.7 per cent.
- Steel manufacturers, the original "guideline boys," up a whopping 126.5 per cent.
- Building supplies, up 18.9 per cent.

On and on it goes.

Apparently the editorial writers operate on the premise that working people never read the financial pages and, so, don't know what's going on.

FOR WHEN the Teamsters propose what amounts to approximately an 8 per cent "package" including wages, health and

welfare, pensions and other fringes over a three-year period, the daily press feels safe in yelling for "laws" to protect the public.

About the same time, the House Post Office and Civil Service Committee formally approved a \$600 million pay raise for 2½ million federal workers, including a \$10,000 a year increase for members of Congress. This is apart from a \$380 million raise scheduled to take effect January 1 as the second stage of an increased voted in 1962.

This means an average wage increase of 7.7 per cent for civil service workers and a 6.2 per cent for postal employees.

We wholeheartedly endorse these pay raises for federal workers as deserved and reasonable. And we are thankful the nation's press has not taken to task the government workers' union and members of Congress who advocate them and shouted "there oughta be a law" against decent wages for federal workers.

SO WE HAVE another example of the anti-Teamster forces adjusting and arranging facts to suit their own purposes—which are to do through legislation what they cannot do at the bargaining table.

Those who want anti-Teamster laws apparently are prepared to go to any extreme to get them.

Twenty-Two Motorcades From 35 States Call on Capitol Hill

Not for many a year has Washington witnessed a grassroots lobbying effort such as the procession of DRIVE motorcades of 1963.

All told, there were twenty-two motorcades, representing thirty-two states.

First of the year arrived toward the end of a blustery March in the nation's capital.

As the buses and planes kept arriving through Spring and into Summer, DRIVE ladies tip-tapping heels up the Capitol steps were wearing hot-weather gear for Washington's humid "dog days."

Before the procession ended, the DRIVE ladies were back in woolen suits and scarves as Winter moved in and the last motorcade bade farewell to the capital on November 1.

Through the chill of early Spring, the heat of Summer, the nip of Fall and the bite of early Winter, a total of 2,202 DRIVES ladies had made a total of 284 visits to members of Congress.

They asked each member visited to give his stand on 15 pieces of pending legislation of prime concern to Teamster families.

The results of the survey they conducted will be of infinite value in DRIVE's legislative program and in assessing candidates during coming elections.

The motorcades followed a pattern which proved immensely effective:

Before leaving home, they received fact sheets giving concise, definitive information on the issues they would be dis-

cussing. On arrival in Washington, they attended a seminar, later were briefed in depth on issues by DRIVE Director Sidney Zagri. Then, the schedule called for visits to Congress, with one member in each group recording the Congressman's reply on each issue.

There were luncheons with members of their Congressional delegations and, on the final night, a spokesman for each group made a report on their findings to a banquet meeting.

In between, believe it or not, the DRIVE ladies found time for sight-seeing and visits to famous landmarks. They were also treated to dinner and entertainments in some of the capital's leading restaurants.

For 2,202 Teamster wives it was a memorable year.

And they've been busy spreading the words on what they learned to the folks back home in follow-up meetings. In short time, their message will multiply at least a hundred fold to reach a minimum of a quarter of a million Teamster members and their families.

End: The DRIVE Motorcade Success Story of '63!

Retired Members Active in DRIVE

Retired Teamster members are among most active DRIVE participants. A number of charters already have been issued to Retired Members' Chapters, and more are on order.

Latest reports of activity by retirees come from Pittsburgh, San Francisco, and San Diego.

Retirees realize current proposals in Congress actually would threaten pension programs, wiping out benefits. They also are deeply concerned over Medicare legislation, providing health and hospital insurance through Social Security.

Retired members who would like information on setting up chapter in their community may write: DRIVE, 25 Louisiana Ave. N.W., Washington 1, D. C.

President Hoffa Talks About the 'DRIVE Reporter'

Nothing is more important to the Teamster family today than the story of what is going on in the halls of Congress. DRIVE Reporter tells that story in brief, easy to read language.



This is a story that should be in every Teamster home. And it can be there, if you will sign up in DRIVE. That makes you a regular subscriber to the DRIVE Reporter, with information concerning your job and your family that you can't buy anywhere.

Be informed. Be ready to act to protect Teamster jobs. Be a DRIVE Reporter reader. Join me in DRIVE today.

James R. Hoffa

DRIVE Declaration (From Front Page Story)

Declaration of Principles

- * Social Security pensions at age 60.
- * A Minimum wage of not less than \$1.50 an hour for all—no exceptions.
- * The right to a job or unemployment insurance 52 weeks a year, covering at least two-thirds of the individual's income.
- * Tax reduction in lower income bracket—\$1,000 exemption for each dependent.
- * Housing—An expanded program of slum clearance and low-cost housing with adequate safeguards to prevent the creation of new slums.
- * Federal Aid to Education—guaranteeing every child an opportunity to receive the training and education of his choice.
- * A Medicare program through Social Security.
- * A 35-hour work week with double time paid by first and second employer (to eliminate moonlighting.)
- * Repeal anti-strike legislation and preserve free collective bargaining.
- * Protect the constitutional rights of all citizens from governmental and private interference.

James R. Hoffa
PRESIDENT

Sidney Zagri
DIRECTOR

William J. Scott
EXECUTIVE VICE PRESIDENT

DRIVE
18 OCT

Additional Endorsers Inside

Long Termers Won't Leave!

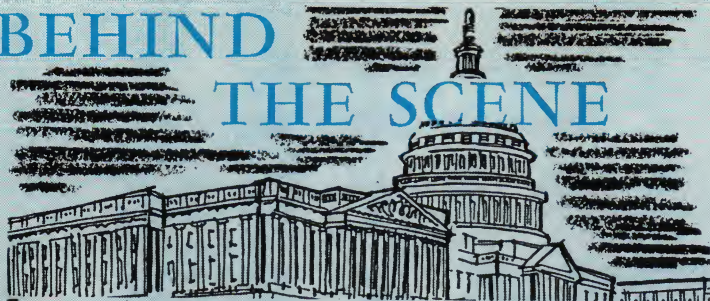
Sen. Frank J. Lausche, Ohio Democrat, ridiculing proposals that Congressional salaries be increased to keep legislators from leaving Congress for private business!

"If you came in here with a shotgun you couldn't get the members of the Senate and House out of the Capitol."

BEHIND THE SCENE

LEGISLATIVE ROUND-UP

(Continued from Page A-16)



STRANGE 'LIBERALS' IN SENATE. A move to include the District of Columbia in the federal program to provide welfare aid to children of unemployed workers has been killed in the Senate—with help of some of that body's "stalwart liberals."

The amendment, sponsored by Sen. Abraham Ribicoff (D., Conn.), would have called for matching District funds to bring it under the federal program. Many states are participating.

Washington, which has no self-government, has to depend on Congress as its "city council" to take necessary action.

The Teamsters Union urged support of the amendment, purely for humanitarian reasons.

THE ADMINISTRATION, which talks loud civil rights philosophy, must take responsibility for the defeat of a measure which would mainly have aided Negro children whose parents are unemployed and was defeated by the race issue. Senator Mansfield, majority leader, cast his nod (and his vote) against the amendment, and many "hard core" liberals felt they must go along with the Administration leadership.

IT SEEMS THE TEST for a real liberal would be to provide assistance for helpless, underprivileged children regardless of political maneuvering. Because Washington's population is predominantly Negro, the children involved are mostly Negroes. The Southern bloc got behind Sen. Robert C. Byrd (D., W. Va.), who led the fight to deny children the aid.

YET MANY CHAMPIONS OF CIVIL RIGHTS were recorded as voting against the Ribicoff amendment. Perhaps they believe as Senator Byrd did during the four-hour debate, when he said: "... we'll always have hungry children." Some liberals were ready to accept this sorry assumption and do nothing about it. The roll call vote below tells this story best. Yea vote is for providing aid; nay vote is against the aid. A switch of four "liberal" votes from nay to yea would have won help for children of jobless workers.

FOR (35) Democrats

Bible (Nev.)
Burdick (N. D.)
Cannon (Nev.)
Clark (Pa.)
Dodd (Conn.)
Gore (Tenn.)
Gruening (Alaska)
Hart (Mich.)
Humphrey (Minn.)

Jackson (Wash.)
Kennedy (Mass.)
McCarthy (Minn.)
McGovern (S. D.)
McIntyre (N. H.)
McNamara (Mich.)
Metcalf (Mont.)
Monroney (Okla.)
Moss (Utah)

Muskie (Maine)
Nelson (Wis.)
Pell (R. I.)
Proxmire (Wis.)
Ribicoff (Conn.)
Williams (N. J.)
Yarborough (Tex.)
Young (Ohio)

Republicans

Aiken (Vt.)
Beall (Md.)
Case (N. J.)

Fong (Hawaii)
Javits (N. Y.)
Kuchel (Calif.)

Prouty (Vt.)
Scott (Pa.)
Smith (Maine)

AGAINST (42) Democrats

Anderson (N. M.)
Bartlett (Alaska)
Byrd (Va.)
Byrd (W. Va.)
Ervin (N. C.)
Fulbright (Ark.)
Hartke (Ind.)

Hayden (Ariz.)
Hill (Ala.)
Johnston (S. C.)
Jordan (N. C.)
Lausche (Ohio)
Mansfield (Mont.)
McClellan (Ark.)

Randolph (W. Va.)
Russell (Ga.)
Sparkman (Ala.)
Stennis (Miss.)
Talmadge (Ga.)
Thurmond (S. C.)
Walters (Tenn.)

Republicans

Allott (Colo.)
Bennett (Utah)
Boggs (Del.)
Carlson (Kans.)
Cooper (Ky.)
Cotton (N. H.)
Curtis (Nebr.)

Dominick (Colo.)
Goldwater (Ariz.)
Hickenlooper (Iowa)
Hruska (Nebr.)
Jordan (Idaho)
Mechem (N. M.)
Miller (Iowa)

Morton (Ky.)
Mundt (S. D.)
Pearson (Kans.)
Saltonstall (Mass.)
Simpson (Wyo.)
Tower (Tex.)
Williams (Del.)

Not voting but announced as paired: Bayh (D-Ind.) for and McGee (D-Wyo.) against, Inouye (D-Hawaii) for and Robertson (D-Va.) against, Church (D-Idaho) for and Holland (D-Fla.) against, Symington (D-Mo.) for and Ellender (D-La.) against, Keating (R-N. Y.) for and Dirksen (R-Ill.) against, Douglas (D-Ill.) for and Young (R-N. D.) against, Brewster (D-Md.) for and Long (D-La.) against, Pastore (D-R. I.) for and Eastland (D-Miss.) against.

Not voting nor paired but announced as for the amendment: Long (D-Mo.), Magnuson (D-Wash.), Morse (D-Oreg.), Mrs. Neuberger (D-Oreg.), Engle (D-Calif.).

DRIVE to revise this section or support H. R. 5201, a bill backed by the ICC.

No Rights Bill, No Tax Cut

In other Congressional developments, everyone recognizes civil rights and a tax cut are dead for this year.

The Teamsters-supported bill to revise harsh restrictions of Landrum-Griffin on union bonding will be reported shortly by House Labor Committee. Hearings have not been held in the Senate.

The House Ways and Means Committee has set hearings on Medicare, but it has no chance of passage this year. Outlook for next election year, however, is good for medical insurance under Social Security (Medicare).

Compulsory arbitration of labor disputes remains an issue in this Congress. A precedent and pattern were set in the "one shot" compulsory arbitration forcing settlement of the rail labor issue. Already anti-Teamster elements, looking forward to union's national bargaining, are crying for "a law." (See Editorial, Page 2.) A bill by Senator Curtis of Nebraska already has been introduced to set up a pattern for compulsory arbitration of issues in trucking industry.

Civil Liberties Still Hot Spot

Civil liberties legislation remains a hot spot, with Atty. Gen. Bobbie Kennedy continuing to push for wire-tap bill and "forced immunity" from Fifth Amendment. Circus hearings featuring Racketeer Valachi were designed to whip up public sentiment for such measures.

With automation obviously cutting deeper into employment than most "experts" are willing to acknowledge, bills calling for 32-hour workweek take on increasing significance. Such measures are on tap in manpower-study committees in House (under Rep. Holland of Pennsylvania) and in Senate (under Senator Clark of Pennsylvania).

In view of the "legislative lag," the entire government "establishment" is suffering in public esteem.

A balking Congress, lacking the spur from the Executive Department, is beginning to frustrate even its own members.

JFK has been able to get final action on only 7 of his 25 major legislative proposals made last January. And Congress still has not completed action on five of its 11 principal appropriations bills, with the Departments and agencies left out getting along on monthly doles from the Treasury Department based on last year's appropriations.

Most legislators agree that a vacillating attitude on its own legislative proposals by the Executive branch has slowed Congress down, with the administration accused of not pushing its legislative program hard enough to overcome opposition.

An Expert Speaks On Automation

Many lackadaisical folk in management, government and labor insist problems of automation will "take care of themselves."

John I. Snyder, Jr., president of U. S. Industries, Inc., principal manufacturer of automated equipment, is not one of them.

He scoffs at conservative estimates of job losses due to automation, says improved technology is costing nation 40,000 lost jobs a week. Mr. Snyder is concerned over tendency of many "experts" to accept "myths" that everything is going to be all right. He wants action in field.

His concern is underscored by reliable estimates that we will have 17 million unemployed by the year 2000, although Americans will be working an average of 30 hours a week. With a population of 450 million, "working life" will be between ages of 18 and 55.

Breadwinner of that day will need three and one-half times present earnings to maintain today's standard of living.

On Drawing Boards

New Highway Systems and Electronics To Alter Motor Transportation Concepts

IMPROVED highways systems and new ways to utilize them promise to alter existing concepts of motor transportation in coming years.

Where once ancient man fashioned a wheel and astounded tribal friends by rolling it along the ground centuries ago, there may well be no men at all needed to steer electronic vehicles rolling over super highways a few decades from now.

Road development and electronic-control-system research in the United States are slowly converging. They are nearing the point where, as a Radio Corporation of America research center spokesman put it recently:

"... One can conceive of automatic freight roads (either on pavement or rails) with loaded trucks started at a marshaling yard and guided automatically to a destination chosen in advance and programmed into the system."

The system referred to was the same system which the RCA laboratory suggested could be prepared in advance and fitted into "an almost completely automatic warehouse with provision for collecting material from storage and loading it upon trucks..."

Teamsters Union members are fully aware of the improvements cur-

rently being made in intercity highways. The web of limited access, divided, high-speed roads and turnpikes grows greater every year. Long-distance motor travel has become safer, faster, and more comfortable. The volume of long-distance travel has increased proportionately.

The progress is being culminated with the 41,000-mile interstate highways system initiated in 1956. This major road development is scheduled



for completion in 1972 and will link all the mainland states.

Transportation research has gone way out in recent years, however, and begun to think in terms of the automated highway. The decision was not an arbitrary one. Rather, it was a logical step in the pursuit of safer and faster motor travel for the future.

Furthermore, an automated highway would seem to be the only solution experts can imagine for the dilemma ahead: 100 million vehicles on the nation's highways only 13 years from now.

(If the 100 million vehicles all tried to get on the 41,000-mile interstate system at the same time, it would mean trying to jam more than 2,400 autos, bumper-to-bumper, into every mile of a highway that would have to be 8 lanes wide to accommodate them).

Potential highway-and-use improvements compare with the achievements already made in intercity travel from the mid-1920's to the present.

Technical developments might become of general importance in the late 1970's—although they are more likely to occur on specific roads. The possibility of turnpikes and vehicles specially equipped so that they are controlled automatically by photo-electric scanning, radar, and other electronic devices—or tracks for that matter—has been the object of a lot of engineering analysis.

Most developmental work has been done on an electronically controlled system, a concept generally accredited to Dr. Vladimir K. Zworykin of RCA. He originated the idea more

than 10 years ago and is still active in the work. In fact, Zworykin was the driving force behind construction of a full-scale model to prove his experiments.

Safety and higher speed are the principal advantages claimed for the electronic control system. To work reliably, however, it would inevitably have to take responsibility away from the driver.

Developers of completely automatic highway systems claim such plans



merit serious consideration today. So far as costs are concerned, they feel such systems might easily pay for themselves due to the increase in highway capacity alone. The cost for equipping a vehicle so that it can operate on an electronic highway is estimated to be about the same as is now required for an automatic transmission.

The main question, of course, is whether there is enough interest to stimulate public and private investors to underwrite the technical improvements on a wide scale.

Even short of the automatic highways, there is a lot of prospective advance. Improvements in radar and other electronic devices—coupled with improvements in highway and auto design—can permit average safe speeds of 75 to 100 miles an hour on turnpikes.

Relatively simple systems have been devised and could be installed nominally which would warn drivers of excessive speed, or of movement too close to the edge of a lane or road, or of approaching vehicles, or of temporary road hazards. Currently available are devices that will enable a vehicle to maintain a constant speed over variable terrain—level, uphill, downhill.

But this would be child's play compared with the electronic jewel devised by RCA's Dr. Zworykin.

Zworykin took note first of the fact that there is a great number of devices

and techniques designed to discourage any 2 or more drivers from trying to occupy simultaneously a single spot on the road: Traffic lights, warning signs, lane markers, vehicle turn indicators, and other aids in widespread use.

"Mechanical failure," said Zworykin in a report, "has been all but eliminated as a factor in traffic accidents. Modern highway construction employs all known safety considerations so far as physical arrangement is concerned. The weak link in the desired pattern of maximum safety on the road today is the driver himself. . ."

He said the person behind the wheel must receive information, make a decision, and take action—often within a fraction of a second. Even an alert driver frequently needs more time to react correctly to a changed situation on the road. Careless or tired drivers need still more time to react.

"Electronic methods," said Zworykin, "can quicken the driver's perception, give him instant aid in reaching a decision, and ultimately take over actual control of his car."

While the final steps require the addition of special circuits to the vehicle, Zworykin's system has been so developed as to permit its effective use during the long transition period when both equipped and unequipped vehicles would be using the highways at the same time. The program has been tested successfully under real conditions.

Route Selection

The key involves an automatic means for keeping a vehicle in its lane and for preventing collision with a vehicle ahead under any conditions.

Researchers found that lane guidance was the simplest problem from an electronic standpoint. A cable carrying an alternating current was inserted down the center of the lane so there could be interaction between the vehicle and the highway. Detector antennas were then mounted on the vehicle to provide control signals to the steering mechanism, keeping the vehicle centered over the wire.

Such a method also permitted the use of different frequencies for different lanes and a means for route selection by change in frequency.

Preventing collision with the vehicle ahead was a more complex problem. The reason was that it involved the interaction of two vehicles moving in-

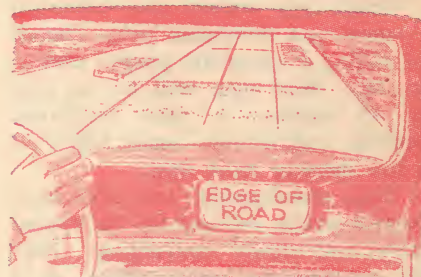
dependently—only one of which could be assumed to have any special equipment. That meant the road had to be the agent for transmitting a signal tripped by the lead vehicle—which might or might not be equipped with control devices—to the following vehicle which would be electronically controlled.

It boiled down to a method of detection for one vehicle and warning for other vehicles. This was accomplished by embedding a continuous sequence of wire loops in the surface of the highway. The loops, about the size of a car, were spaced only a few feet apart.

The loops were designed so that when a vehicle passed over them the inductance of the loop would be altered by the metal of the vehicle—the change being detected by an electronic circuit placed alongside the road.

In response to the action of the detector, a "dust trail" of electrical voltages arises behind the vehicle that has just passed over the loops. The voltages decrease in strength as the vehicle moves on from the particular loop.

The system permits warning lights in different colors or patterns that can show the distance and speed of the vehicle ahead. It would work especially well in areas subject to poor visibility due to fog, mountainous ter-



rain, and dangerous curves. The system also permits warning for an improper lane position and in the final stage can make it possible for the electronic signals to take over mechanical control of the vehicle.

In such manner does the collision-prevention system operate. Three factors govern the acceleration and braking controls of the vehicle: Its distance from a vehicle ahead, the speed of the vehicle ahead, and its own speed. From these bits of information, a simple computer can decide whether the car should proceed, slow down, or stop.

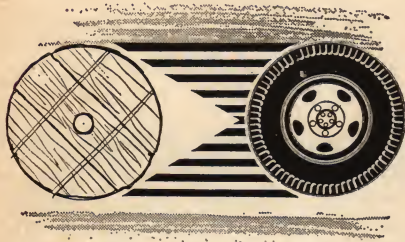
Endless combinations for traffic control can be figured out with the

electronic detection and warning system. The net result would be a steady flow of accident-free traffic. Nor is the system limited to road traffic, as cited in the earlier reference to a fully automated warehouse. It can also be applied to plane guidance at airports.

Engineers at the New York Port Authority today are using the detectors in experimental traffic control problems at both the Lincoln and Holland Tunnels. The next tunnel to be built might very well be engineered differently to make it possible for the detectors to operate more efficiently.

None can say today when public and private investors will consider it practical to finance special highway construction for motor vehicles equipped to travel in an electronic control system. Chances are, however, that it will happen not too distant future when turnpikes, freeways, super highways, expressways, and convenient bypasses are clogged with traffic beyond imagination.

One of the most resounding traffic complaints in the country today—heard everywhere—is that the massive urban cloverleaf patterns and encompassing roads have been rendered use-



less by too many vehicles. And the ripples on the pool of traffic confusion widen further into the suburban and, in some areas, even the rural routes.

More than 40,000 Americans died in traffic wrecks last year. Mechanical malfunction was seldom to blame. As more men drive, it appears, they will need still more help to get the job done.

Whether Zworykin's system is the answer is unknown. Another scientist elsewhere may be developing a still safer, speedier, and more practical "mouse trap" reply to the traffic problem.

At least there is certainly greater headway being made now when it is remembered that the earliest wheels were made of 3 shaped planks held together with copper clasps—and it took man another 1,000 years to develop the spoked wheel.

Motoring man has accomplished more in the past 75 years than in all the centuries before him.

December, 1963



Back to School

Local 745 in Dallas, Texas, has found willing students from Teamsters and their wives in its practical politics course which it has conducted in Dallas, Waco, and Tyler, Texas. The six-weeks course was enthusiastically received by members and wives eager to take their union into the thick of the political fight.

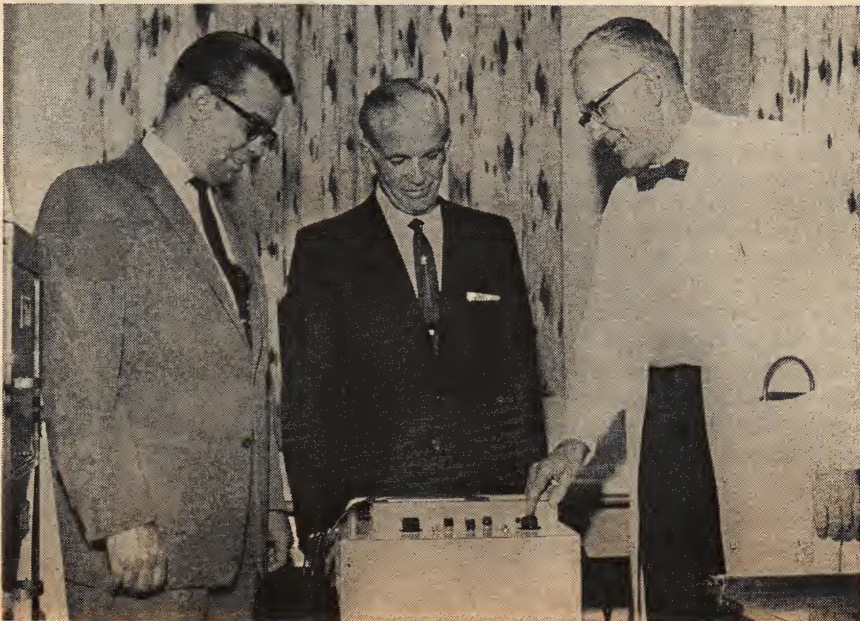
Students Listen



Teamster President James R. Hoffa makes a point as he talks to students from American University. The students were brought up to date on labor-management relations. One wrote Hoffa later that "we have never received such royal treatment from our other hosts."

Local 491 Helps Hospital

Teamster Local 491 of Uniontown, Pennsylvania, recently donated a new electrocardiograph to the Uniontown Hospital. The machine will help relieve the work load in treatment of patients with heart ailments. Examining the instrument are (left to right): Robert Mullen, Uniontown Hospital administrator; John J. Burns, Local 491 secretary-treasurer, and Dr. John B. Hibbs of the hospital staff.



Union Busters

Men Around Goldwater Plot Unions' Destruction

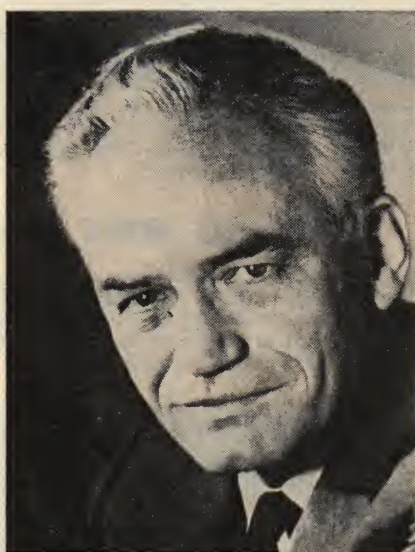
ANTI-UNION facets of Sen. Barry Goldwater's bid for a Republican presidential nomination were revealed in a lengthy article appearing in the Sunday, Nov. 10 edition of the Washington (D.C.) *Post*.

Oddly enough, the article publicizing the men "around" Goldwater appeared the same day the *Post* made its first editorial comment against the Teamsters Union national freight contract proposals announced 4 days earlier by General President James R. Hoffa.

The combination of the article and the editorial appearing simultaneously served as a public confession to the fact that the Arizona senator mixes well with anti-unionists.

"The Men Around the Big Men" in the *Post* was about the advisors to Goldwater and to New York Gov. Nelson A. Rockefeller, the other GOP presidential hopeful. About 90 per cent of the story was devoted to the Goldwater camp. Rockefeller's helpers received scant space.

Noticeable was the fact that of a baker's dozen of Goldwater brain-trusters, 3 of them received considerable attention in *The International*



Barry Goldwater

Teamster magazine's expose of the confidential plot against so-called "union monopoly power" (3-part series in October, November, December, 1962).

They were Denison Kitchel, a Phoenix, Ariz., lawyer and crony of Goldwater's; Edward A. McCabe, a Washington lawyer prominent in the

Eisenhower Congress; Gottfried Haberler, Harvard University professor.

Kitchel, McCabe, and Haberler were among the 21 personages taking part in the inaugural meeting of the National Assn., of Manufacturers Center for the Study of Union Monopoly Power, Nov. 21, 1961.

They played prominent roles in shaping the NAM-U.S. Chamber of Commerce campaign to place unions under anti-trust laws—a drive that is currently shifting into high gear.

"Presidential pressures," said the *Post* story of last Nov. 10, "grew so great that the senator (Goldwater) brought Denison Kitchel, his long-time Phoenix friend and political associate, to Washington and installed him in a small suite of rooms at the Carroll Arms Hotel across the street from the Senate Office Building."

Kitchel, said the *Post*, "soon set about trying to bring some order into the situation." He began creating a "brain trust."

That made Kitchel the head of the "brain trust," of course, leading the *Post* to predict that he might become Goldwater's campaign manager. Kitchel was described as perhaps not knowing "where all the bodies are

buried, as politicians do, but he has the important quality of having Barry's complete confidence."

Kitchel soon contacted both McCabe and Haberler, his anti-union co-conspirators from nearly 2 years earlier. He named McCabe to be Goldwater's research director, and selected Haberler to supply economic advice regarding international trade.

Haberler has made every effort to remain in the background. McCabe has not been able to do this, however, because of a more publicly noteworthy record.

Among the qualifications McCabe brings to his post as Goldwater's research director is the experience he gained while general counsel to the Republican majority on the House Education and Labor Committee in the first 2 Eisenhower years. Later, he moved to the White House as an associate general counsel.

It is from the 37-page report marked "Not for Distribution—Confidential" following the 1961 NAM anti-union meeting, however, that Kitchel, McCabe, and Haberler—Goldwater confidants—are best unmasked.

A rare document, the report is a word-for-word transcript of the meet-

ing in which the conspirators discussed their various brands of union hate with such viciousness that the chairman of the meeting finally asked them all to prepare a definition of "union monopoly power" to relieve the confusion.

Kitchel played an important role in the meeting and served later on the committee which drafted the final report. At one point, the transcript showed Kitchel saying that the best way to attack unionism was:

"... The fundamental starting point is the necessity for reaching a careful and studied definition of what this problem is . . . what is union monopoly power?"

"About 6 months ago, I undertook to give a series of talks on this subject, so I thought I'd better try to analyze it and I had a terrible time trying to find out 'What is union monopoly power?'"

"If you really go after it, you begin to see the avenues of solution open up, and differentiations that are necessary."

"For example, you must think of it first in the terms of the labor market and then in terms of the product market. When you make that distinction, you see a difference

between the current anti-trust laws and their application, and this problem."

"Because fundamentally the monopoly we are talking about is the monopolization of the labor market and this is something that is entirely distinct from the fundamental problem, under the Sherman anti-trust law."

Old Political Pal

So spoke Denison Kitchel, 55-year-old political pal of Sen. Barry Goldwater and nominally in charge of the Arizona Republican's campaign to win the GOP presidential nomination.

Kitchel and/or Goldwater's views—whichever came first—are reflected in union-busting legislation proposed by the senator.

Goldwater's research director, Edward McCabe, spoke prominently in the conspiratorial assault against trade unionism.

McCabe's congressional experience gave him a very clear picture of conditions on Capitol Hill and probably explained as much as anything why he was one of the select 21 at the secret NAM meeting. His comments revealed a certain arrogance toward Congress:

"We may console ourselves with the knowledge that once every 12 years Congress screws up its courage sufficiently to face up to a problem of great magnitude in the labor field."

"It was 1935 when the Wagner Act was passed; in 1947 came Taft-Hartley; 12 years later, in 1959, we had Landrum-Griffin. I could hope we would not wait 12 more years to take a crack at some of the areas that need attention, but it is admittedly a long road and we ought not to lose patience as we pull together."

The Line

"Some really useful and dramatic illustrations would be most valuable—and we need a number of them to swing this pendulum in Congress."

"We need to bear in mind the great inertia of Congress in getting at a subject like this which is so troublesome to the average member of Congress. We have to give him chapter and verse over and over again, and his people back home have to become aware of it, so he will follow their lead."

"Maybe through a group like this," concluded McCabe, "we can begin to pinpoint areas of abuses, footnote

Community Service



When the Tuberculosis Society in Ft. Worth, Texas, sent out an appeal for help recently, it found Teamster Local 47 willingly coming to its aid. The muscular dystrophy victims shown here were taken from Ft. Worth to the State Fair of Texas at Local 47 expense and with the help of Teamsters Ralph Brogdon and James Beard.

them pretty thoroughly, and then go out and sell them."

So spoke McCabe on the question of how to toss the anti-trust blanket over trade unionism, that nag ridden hard by the NAM for more than half a century. The same McCabe which Denison Kitchel says is responsible for coordinating the Goldwater "brain trust."

Prof. Haberler claims he has no political interests, according to the *Post* article, yet was most willing to take a certain stance in complete accord with extreme conservative politicians when discussing privately the anti-union prospects. The NAM transcript quoted Haberler:

"As an economist, I may have something to contribute regarding what ought to be done or what the final goals are for wage policy, policy with respect to unions; but on how to reach the goal, we shall have to rely mainly on the more practical people here."

The Ivory Tower

Prof. Haberler might have stopped there but he had a lot to say:

"I think it is a very good time now to do something about monopoly power because the public has been aroused, and among the economists there is now a greater degree of agreement on how wages should behave and how wages should be set, than there has been for a long time . . .

"We don't want government regulation. Some people feel there should be a 'national wage policy,' that the government simply should say wages must not rise anywhere more than 2 per cent. But that type of policy does not work in a free enterprise economy . . .

"But we want to keep what economists call 'relative wages,' flexible. That is, in an expanding industry, wages should be allowed to go up so that it can attract workers from contracting industries.

"How can one reconcile the limits on the rise in the wage level and at the same time, keep relative wages flexible? If we had no unions, then there wouldn't be any problem.

"But I doubt that the approach is to abolish unions—maybe splitting unions."

Thus Haberler provided an ivory tower approach that, in its way, was more destructive than any of the others. For instance, he clearly had considered *abolishing* unions but apparently found this approach impracticable.

Hoffa Assists Marathon Run

Teamsters Union General President James R. Hoffa recently was credited with a big personal assist in the 2,571-mile, 14-day Olympics marathon run from Los Angeles to Detroit as the U.S. tried to land the the Olympics Games.

Robert Wisner of Detroit, an employee of the Michigan Consolidated Gas Co., was charged with keeping lit the butane gas torch carried cross-country by the runners.

At one point, Wisner, said, the marathon was in danger of defeat at Gallup, N. M., until the coordinator of the effort put in a call to Hoffa asking his help in getting drivers to ferry the runners.

Hoffa found 10 drivers and also personally donated money for the runners' food and lodging. Said Wisner: "Hoffa was a tremendous help and none of us will forget him for it."

In its closing paragraphs, the Washington *Post* story remarked:

"These, then are the men around Goldwater so far as speeches and ideas are concerned; together they form at least the shadow of a developing Goldwater 'brain trust'."

A few sentences later, the article compared the Goldwater and Rockefeller groups of aides, saying that on domestic matters "the Rockefeller

crowd is on the liberal side; the Goldwater people on the classical conservative side."

Tags of liberalism or conservatism make small difference. The record proves that Goldwater and at least 3 of his "brain-trusters" — Denison Kitchel, Edward A. McCabe, and Gottfried Haberler—share strong feelings on the subject of unionism.

They would enchain organized labor.

Top Management Listens



In a recent address to the Tennessee Valley Personnel Association in Knoxville, Teamster President James R. Hoffa told the management group it might reconsider its glee at every piece of anti-labor legislation. "You must remember that if it is possible to pass punitive legislation for labor, under different political circumstances it is possible to punish management with legislation." The association is composed of top labor-management personnel from Tennessee's largest industries.

Concentrated Beer Brings Brewers' Battle to Congress

Congress has dived into a storm shelter, hoping to escape any "fallout" from the recent explosion triggered by the U.S. Treasury Department on the subject of "concentrated beer."

The *International Teamster* reported last month how the Treasury Department—after more than 3 years' consideration—decided to permit retail sale of concentrated beer effective Dec. 1, 1963.

The Teamster Brewery and Soft Drink Conference immediately held a 2-day meeting in Chicago to study the impact of the Treasury Department's decision on Teamsters Union members. The Conference developed a program designed to safeguard jobs, the jurisdiction, and the interests of members.

Reaction of a different kind oc-

curred, however, when the U.S. House of Representatives Ways and Means Committee decided to schedule a hearing on the decision. Widely separated brewery factions gathered to give testimony before the committee.

One faction urged the Congress to prevent the other faction from shipping concentrated beer outside brewery walls. The opposing group, however, praised the new method of producing and shipping concentrated beer and asked for a law to let the practice become more widespread.

The Ways and Means Committee, perhaps surprised by the fury over froth, adjourned without deciding whether any legislation should be considered. They indicated the matter might be reconsidered behind closed doors.

Sources close to the House committee said, however, that the Congressmen were secure in the knowledge that any decision to change the law wouldn't necessarily require postponing the starting date for retail sales of concentrated beer.

As matters stood going into the holiday season:

Treasury Department rules scheduled to take effect Dec. 1 will tend to limit shipments of concentrated beer to outlying bottling plants of the originating brewery's own company. The reason is that if concentrated beer is sold by one brewery to another company, the liquid will be taxed twice—first when the concentrate is sold to the independent buyer and again when the latter bottles the beverage.

Either way, reconstituted beer (pepped up with water and carbon dioxide gas) sold in cans or bottles must be labeled, according to the Treasury Department, as "Beer—made from beer concentrates."

Senator Cites Need to Protect Civil Liberties

Sen. Hiram L. Fong (R-Hawaii), in an address to the recent Hawaii State Biennial Convention of International Longshoremen and Warehousemen's Union Local 142, vigorously cited the need to protect the constitutional rights of defendants in federal criminal cases.

"Although the Sixth Amendment to our Constitution guarantees a speedy public trial," said the Senator, "the government has sometimes used delaying tactics that are clearly unconstitutional."

Sen. Fong said he believed the purposes of the Sixth Amendment were:

—To prevent the government

from delay in bringing charges against the accused;

—To prevent the government from repeatedly bringing the same charge against the defendant by getting a voluntary dismissal of previously filed charges;

—To prevent the government from filing multiple indictments in different courts charging the same crimes, and keeping the defendant guessing which indictment to defend and at what time, if at all;

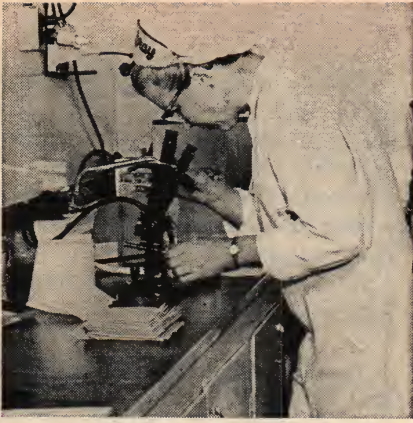
—To prevent a long delay in beginning a trial after charges have been filed;

—To prevent any delay in imposing sentence on the convicted defendant.

To help insure the guarantee of fair play for a defendant, Sen. Fong has written a bill to prevent delaying, stalling, and unfair tactics by the government.

He also is a co-sponsor of legislation proposed by Sen. Wayne Morse (D-Ore.) and aimed at halting government prosecutors—particularly Attorney General Bobbie Kennedy—for carrying out personal vendettas against private citizens.

The Morse proposals would guarantee a speedy trial and correct the abuse of "trial by press release" as practiced by the Justice Department under Bobbie Kennedy's direction.



"Quality control" also was organized at the Ocean Spray plant. Using the microscope is Teamster Bertha Kangas.



Packaging fresh cranberries for shipment are (left to right) Local 699 members Lois Lawson, Wilberta Privatsky, Vivienne Herrmann, and Winifred Hyde.



Holiday Cranberries Processed By Teamster Hands



Doris Christensen of Teamster Local 699 operates the labeling machines at the newly-organized Ocean Spray cranberry plant.

TEAMSTER UNION representatives, always responsive to workers in new areas who want and seek union representation, pioneered again recently with complete organization of a cranberry processing and cannery plant in the Northwest.

Some 200 Teamsters Union members employed at Ocean Spray Cranberries, Inc., at Markham, Wash., were working under a trade union contract for the first time this year during the peak season before the Thanksgiving and Christmas holidays.

The union shop agreement followed an intensive organizing campaign directed by Oliver Tibbetts, secretary-treasurer of Teamsters Local 699 in Aberdeen, Wash., with assistance from Joint Council of Teamsters 28 headquartered in Seattle.

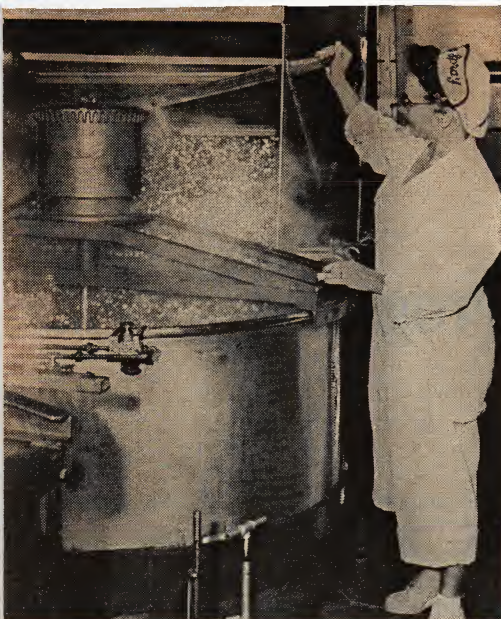
Ocean Spray signed the contract in mid-August. The Teamster-negotiated

agreement provides for step raises in pay over a 3-year period, and calls for participation in the Washington Teamsters Health & Welfare Plan and the Teamsters Pension Plan in 1964, along with other benefits.

Tibbetts noted that there was a contract between a Teamsters Union affiliate and Ocean Spray in Hansen, Mass., but that the Local 699 agreement was the result of a first effort to sign up seasonal workers at the Markham cranberry complex.

Local 699's representation election victory on a National Labor Relations Board ballot was by a 2-to-1 margin a year ago. The contract negotiation took a long time because much of the cranberry canning and packing operations were different than those in other food jurisdictions.

The peak "season" at Ocean Spray lasts about 4 months. The rest of the



Julia Frankie, Teamsters Union member who works as a sauce cooker, is shown releasing cranberries from a hopper into a large kettle.



Teamsters Union members Hilma Jacobson and Myrtle Gibbs (left to right) sort cranberries for fresh market consumption.

year, the plant operates with about 50 members of the local union. Most of the members live in Grays Harbor and Pacific counties where some 1,100 acres of cranberries are under cultivation.

The season yield in Washington state this year was estimated at 6,000 tons with a value of more than \$2 million. Washington ranks third among the states that have sizeable cranberry crops. The state's cranberry industry began more than 150 years ago when explorers Lewis and Clark brought seedlings with them to the Northwest.

Bridie Tyler operates the caser machine at Ocean Spray where the plant, under a Teamster contract, has been going full blast to meet the holiday cranberry market.

December, 1963



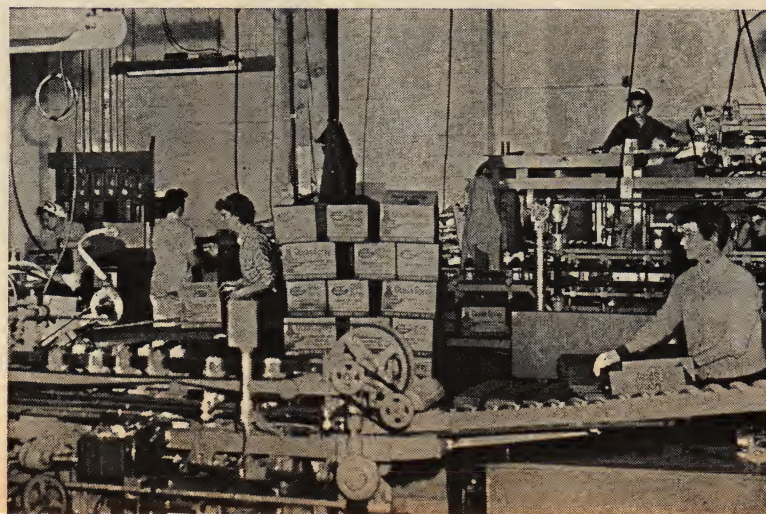
Teamsters weighing of incoming cranberries are (left to right) Joe Filip, Fry Toivenen, Carl Whitney, and Harold Whitney.



Loading a boxcar full of cranberry products are (left to right) Teamsters Alfred Long, William Buckner, and Paul Hasbrouck, while Everett Roman operates the jitney.



Bud Miller, plant mechanic, is the union shop steward for Teamster Local 699's new unit at Ocean Spray Cranberries, Inc., in Markham, Wash.



Best Lobbyists

DRIVE Motorcades Finish Program



A Senate hearing room, converted to a dining room was the scene of a formal luncheon given by DRIVE for the Michigan delegation of Congressmen and Senators. Shown as he introduced the head table guests is IBT legislative Counsel Sidney Zagri.

Twenty-two Teamster motorcades from 38 states this Fall completed one of the most intensive and successful lobbying programs ever to walk onto Capitol Hill.

They represented an invasion of the grass roots into the legislative process of government, with wives of Teamsters making the long trip from home to let their congressional delegations know that Teamsters are no longer politically apathetic.

The significant aftermath of the motorcade programs is that the members of the DRIVE Auxiliaries and Teamster affiliates who made the trips into Washington, have now returned home to carry on the important part of the overall goal of involving all Teamster members in the political process through registration get out the vote drives.

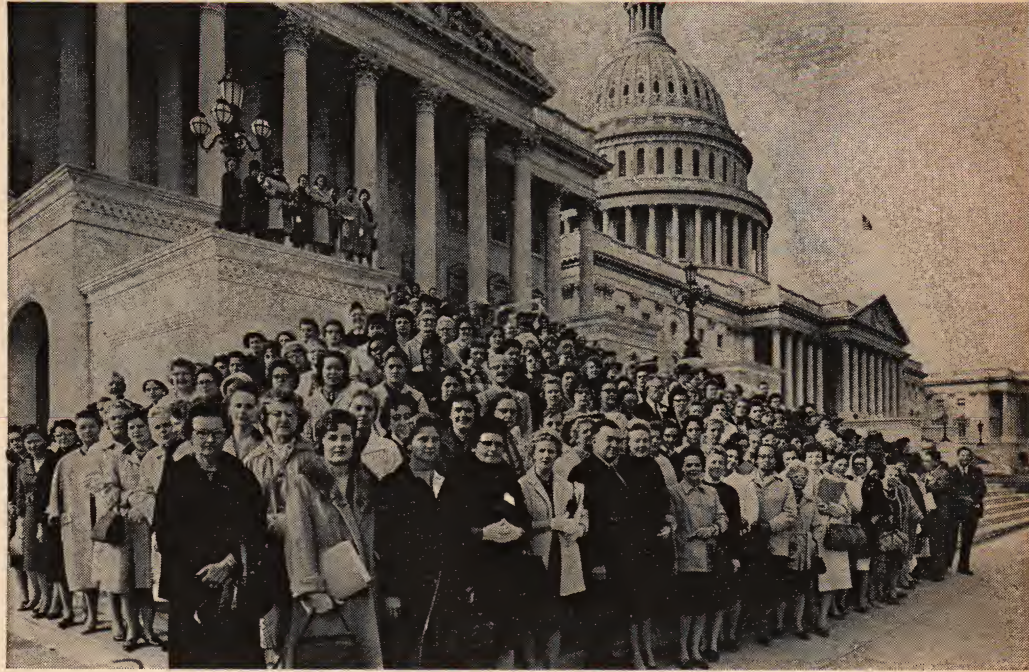


Congressman Edgar Chenoweth, of Colorado, listens to a question from one of the Colorado motorcadaders. Colorado has four members of the House of Representatives.



Congressman Herman Toll, of Philadelphia, discusses legislation which has a bearing on Teamster jobs and union security with members of the Pennsylvania motorcade.

This impressive picture from the Nation's capitol is of members of the Pennsylvania-Kentucky motorcade who made an impressive appearance before their Congressional delegations.



Congressman William Bray gives a legislative hearing to members of the Indiana motorcade in his office, where the ladies brought up a host of legislative measures.



Senator Norris Cotton shakes hands with New Hampshire's delegates of the New England motorcade. The picture was taken on the steps of the Senate. The Senator also answered questions posed by the ladies at a private meeting in his office.





Governor Picks Teamster Rep

Albert S. Mangan, a business representative for Teamster Local 452 in Denver, was appointed to the Advisory Council of the Colorado Department of Employment by Gov. John A. Love.

Mangan joined the 3 top officers of the Colorado AFL-CIO already serving on the committee. The Teamster's appointment continues through July 1967.

Teamster Named Medal Candidate

David Bolt, a member of Teamster Local 81 in Portland, Ore., has been nominated by the Portland Traffic Safety Commission for the National Safety Council hero fund and possible Carnegie medal honors.

Bolt was instrumental in saving the life of a driver involved in a collision between a gasoline truck and an oil truck.

The Teamster and 2 teenage brothers-in-law were driving on St. Helens Rd. toward Portland last May when they came upon the collision scene. The gasoline truck was afire and its driver, Clare B. Boyd, lay in flames.

Bolt dragged Boyd away from the fire and with the help of the teenagers carried him further away. Moments later, the large tires of the gasoline truck blew with a tremendous roar, throwing debris 100 yards into the air.

The oil truck driver was killed in the accident.

Member Halts Runaway Car

Jack O'Neal, a member of Teamster Local 276 in Los Angeles, recently used his head and the rear bumper of his bakery truck to curb a runaway auto and prevent it from crashing into oncoming traffic.

O'Neal noticed the runaway auto in his rearview mirror as he was heading down hill. The auto was headed for a busy intersection at the foot of the hill.

The Teamster successfully waved aside oncoming traffic for a block or so but knew that he couldn't cope with the situation that way at the intersection.

O'Neal allowed the runaway car to catch up with his truck and then stayed slightly ahead of the auto, herding it to a near-stop with his left rear bumper.

The car, slowed to 10 miles an hour from an estimated 30 miles an hour, jumped a curb and came to a halt without injuring anyone.

The only damage to O'Neal's was a scratched bumper which the company was happy to paint in view of the service rendered.

Local Loses Two Trustees

Heart attacks recently felled 2 trustees of Teamster Local 921 in San Francisco—37-year-old Sydney Bloom and 48-year-old Phillip Maloney.

Bloom had served as a trustee since 1957 while Maloney had been a trustee since 1958.

Officer Named Dime Chairman

John S. Lyons, president and business representative of Teamster Local 36 in San Diego, has been named county campaign chairman for the 1964 March of Dimes in his area.

Lyons has been a business representative of his local union since 1946.

First Anniversary For Med Center

"Our first year of operation of the Teamster Center has been an exciting and rewarding experience; it has not only greatly benefitted large numbers of Teamsters with serious medical problems, but has also started thousands of Teamster families on the path to good quality medical and hospital care."

That was the verdict of the Trustees of the Teamsters Joint Council 16 Labor-Management Fund which operates the medical center at Montefiore Hospital in New York City with contributions provided by participating welfare funds. The center's first anniversary was observed Oct. 29.

Officials announced that more than 3,600 Teamsters or members of their families received direct aid with their medical problems in the first year of operation.

New Local Union In California

The International Brotherhood of Teamsters has chartered a new local union to be known as Construction Teamsters Local 606 with jurisdiction covering Riverside, San Bernardino, Orange, and Los Angeles counties with the exception of an area in Los Angeles already served by Teamster Local 982 in Lancaster.

John Annand, president of Teamster Joint Council 42, was named trustee of the new union until it elects officers. Annand said the newly chartered local, formed at the request of 5 Teamsters unions in the area, would be in full operation by the first of the year.

Ice Show Workers Join 688, St. Louis

All employees except performers of "Holiday on Ice," the world's largest producer of ice shows, have agreed to be represented by Teamster Local 688 in St. Louis.



FOR YOUR INFORMATION

. CHRISTMAS isn't what it used to be. One of the games being pushed hard ("our low price") is a thing called "Lie Detector." A sad reflection on the day and age, one advertising blurb for "Lie Detector" read in the following manner: "Fast moving whodunit game. Players analyze the outcome of each suspect's test as lie detector helps solve the case. Player earns promotion each time correct arrest is made."

. WHETHER Sen. Goldwater is the GOP presidential candidate is for sooth-sayers, but his early campaigning exposes his vast inconsistency. He would sell TVA to private industry, yet sponsors a \$!..! billion bill for public water and power in Arizona. He says the 1954 school desegregation ruling is not the law of the land, but approves use of troops to integrate Mississippi University. He has voted both to deny and not to deny funds to states which flout court desegregation measures. Ad infinitum.

. PIGGYBACKING, while it has had a profound effect on trucking, is now making changes in railroading—and at high cost. The Baltimore & Ohio Railroad, for example, has just completed a \$12 million program eliminating 54 tunnel, bridge, and other structural restrictions along its trunk lines. The company now claims that it has the shortest high-car freight route linking the East to the Southwest.

. THE MAN responsible for the term, "Boulewareism," blames businessmen themselves for contract settlements disagreeable to them. Lemuel R. Boulware, a retired vice president of General Electric, said recently that most businessmen fail to do their home-work before sitting down with union negotiators. The result is a contract figuratively dictated by the union official, says Boulware, "which is simply the imposition of a settlement . . ."

. LAWYERS have a responsibility to see to it that adequate legal defense is provided for the poor. That's the feeling of J. Edward Lumbard, chief judge of the U.S. Court of Appeals for the Second Circuit in New York City. In a talk at a Harvard Law School conference recently, Judge Lumbard asserted that in almost every community the lawyers currently handling criminal court work are not adequate to represent indigent defendants. The judge also charged that the bar in general looks down on lawyers who practice in the criminal courts anyway, and that young lawyers avoid working on such cases except to get trial experience for 2 or 3 years as prosecutors.

. NOISE-CONTROL standards for all federally insured apartment housing are now being drawn up by the Federal Housing Administration. The step toward sound-proofing of apartment houses, according to the FHA, is in direct response to complaints by dwellers grumbling about "tissue paper" walls in modern apartment buildings.

. THE NATIONAL Labor Relations Board has ruled that a union may promise to waive initiation fees if employees vote for the union as their bargaining agent. The case involved a representation election in which workers voted for the International Brotherhood of Electrical Workers at Gilmore Industries, Inc., Beachwood, Ohio. Gilmore had refused to bargain claiming that the waiver of initiation fees was unlawful. The NLRB majority decided that it was a proper rebuttal to the company's campaign charge that if the employees voted for the union they would be charged a \$300 initiation fee.

. SEN. WAYNE MORSE has introduced two bills which would eliminate the unfair bonding provisions for unions under the Landrum-Griffin Act and make the requirements conform with the more lenient requirements of the later Welfare and Pension Plans Disclosure Act. The same bills, incorporated into one proposal, have been introduced as HR 4670 in the House by Congressman James Roosevelt. Two other bills by Roosevelt would (1) permit bonding by foreign surety companies authorized to do business in New York State, and (2) require bonding companies to file reports on union bonding experience for the previous year.

. STRIKE HYSTERIA which has been whipped up by anti-labor congressmen seeking to further harness labor is only hysteria according to a report of the Labor Department's bureau of labor statistics. The 1,050,000 man-days of idleness in April because of strikes was about 0.10 per cent of total estimated working time available, the lowest percentage for any April since World War II. Total days lost was second lowest for the month, the fewest having been 984,000 in April, 1961. That was 0.11 per cent of the total estimated working time.

About 350 work stoppages, involving 100,000 workers, began in April. Another 125 continuing from March increased the total idle at some time during the month to 130,000.

. HOUSE INVESTIGATORS have set out to learn how many government agencies use lie detectors, and they want to find out whether there are proper safeguards for the rights of individuals tested with the devices. Rep. Moss (D-Calif.), chairman of the foreign operations and government information subcommittee, said a detailed questionnaire on use of lie detectors was sent to all federal agencies.

A subcommittee official said virtually all of 54 agencies involved use lie detectors in one way or another. In most cases, the machines are used in investigative work, but some agencies use them to screen personnel. The survey seeks data on manner, extent and cost of lie detector use, the qualification of polygraph operators and protection provided for individuals who are tested. Lie detector evidence is not recognized in federal courts, and lie detector machines generally are condemned generally by civil liberty advocates who point out that the operator is the lie detector, and that two operators often read conflicting conclusions from the same test.

. A HARSH LAW in Missouri which directed the state to seize any public utility hit by a strike has been declared unconstitutional by a unanimous U.S. Supreme Court. The law, in effect, banned strikes in industries concerned with heat, light, power, sanitation, transportation and communications.

On behalf of the entire court, Justice Potter Stewart declared:

"The short of the matter is that Missouri, through the fiction of 'seizure' by the State, has made a peaceful strike against a public utility unlawful, in direct conflict with federal legislation which guarantees the right to strike against the public utility, as against any employer engaged in interstate commerce."

. WHITE COLLAR incomes, according to a business survey, are increasing. The Commerce and Industry Assn., of New York, Inc., says a survey of nearly 500 companies showed that while incomes were \$3,900 annually for white collar workers in 1960, they have increased to about \$4,500 this year. Even at \$4,500—the figure is dangerously close to the poverty-and-deprivation line estimated by the Conference on Economic Progress last year.

WHAT'S NEW?

Anti-Freeze Tester Needs No Charts

A Madison, Wisc., firm is presenting an anti-freeze tester which makes it simple to test any mixture to within 2 degrees accuracy. No charts are needed with the device that uses CO₂ to freeze a thimbleful of radiator solution. The freezing point is read directly from the thermometer.

• • •

Starter Unit Features Automatic Adjustments

Even in below-zero weather it is claimed that a new engine starting unit gets rigs going. Powered by a 4-cycle air-cooled engine, the starter features a generator system that automatically adjusts to voltage and polarity of all 6-, 12-, and 24-volt systems requiring maximum engine-starting power of 30 volts or less.

• • •

Magazine-Loaded, Air- Powered Staple Tacker

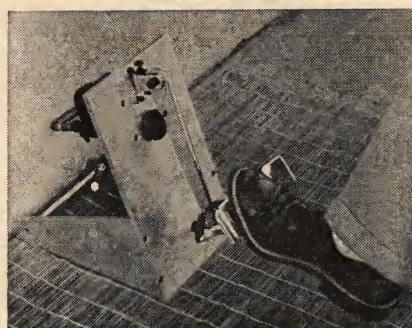
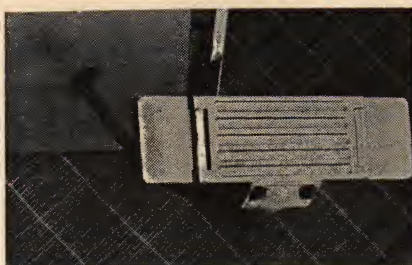
Fast changing of staple sizes is made possible by the interchangeable magazines featured in a new staple tacker. Air powered, the tacker handles staples from 3/16 to 9/16 inches in length.

• • •

Portable Unit Permits Fast Oil Changes

Fast, clean oil changes by means of a portable oil change unit have been announced by a New Haven, Conn., firm. Battery-powered it hooks up in seconds to pump out warm oil and sludge at a rate of one gallon per minute. Including a 3½ gallon storage tank, a stainless steel handle and two suction prods, the kit will also serve for pumping out filters, transmissions, sumps, etc.

Brake Pedal Cups Under Pressure of Foot



A member of Local 78, Oakland, Calif., Brother Alvin D. Risnes, has patented a safety pedal which can be used on all types of vehicles as a clutch or brake pedal.

Operating off the hydraulic system of the vehicle, it serves to prevent the foot from slipping off the pedal—a frequent danger with construction vehicles in mud conditions and snow. When the pedal is depressed the sides curve upward to a degree depending on the amount of pressure. When released the sides return to form a normal, smooth pedal.

Brother Risnes solicits the comments of his fellow Teamsters.

• • •

Complete Kit for Auto Body Repair

A Cleveland firm has announced a body repair kit for dents, holes, or rusted areas that contains plastic filler, hardening agent, fiberglass screen, applicator-spreader, coarse and fine sandpaper, and a can of spray-on primer paint.

• • •

Trailer Suspension Needs No Lubrication

A new lightweight, 3-leaf trailer suspension system is being offered in single- and tandem-axle models from California. It features a radius leaf

and rubber bushings and needs no lubrication.

• • •

Fluid Permits Decal Positioning With Ease

A nationally-known distributor of decal emblems is offering a positioning fluid that overcomes the tack of pressure-sensitive adhesive long enough to permit exact positioning of the emblems—even when applied in extremes of heat and cold.

• • •

Translucent Tarps of Vinyl-Coated Glass Fiber

High strength, translucency, fracture resistance and ability to withstand extremes in weather conditions are cited as the outstanding advantages of a new translucent tarpaulin fabric made of vinyl-coated glass fiber. These tarpaulins are extremely light in weight and maintain their original shape and color.

• • •

Protective Spray Prevents Dermatitis

A boon to shopmen is a hand protective spray described as a liquid skin coating. Dispensed from a pushbutton spray can for easy application, it forms an invisible glove to safe-guard against industrial dermatitis and to prevent irritating substances from penetrating the pores of the skin. It is recommended that it be used before work and it is claimed that there is no filmy feel, that it prevents drying and that it makes wash-up easy and fast. It is also available in the 1-quart can with wall dispenser and bracket.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington 18, D. C.

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.



LAUGH LOAD

No Enterprise

A California teacher struggled dramatically to have her class realize the hardships experienced by the Pilgrims who first inhabited the East. She carefully explained their lack of proper clothing, their crude homes, their need for more adequate medical care, and concluded, "Therefore, many were to perish the first winter."

With candor, one bright pupil waved his hand to inquire, "Well, why didn't they come to California?"

Brain Trust

The various biting remarks attributed to the late George Bernard Shaw are always a source of amusement. And one I heard of recently serves to prove the point.

At a function he was attending Shaw had been bored to death by the ceaseless conversation of a man who was trying to impress him. Eventually the man paused for a moment.

"You know," Shaw quickly observed, "between the two of us, we know everything there is to know."

"Really?" said the man.

"Yes," replied Shaw, "you seem to know everything except that you're a bore. And I know that!"

Call That Fishing

Lugging a huge fish, an angler met another fishing enthusiast whose catch consisted of 12 small ones. "Howdy," said the first man as he gingerly laid down his fish and waited for a comment.

The other fellow stared for a few moments, then calmly responded, "Just caught the one, eh?"

Talk Fast

She: "Darling, did you ever try to sell vacuum cleaners?"

Trucker: "No. Of course not."

She: "Well, you'd better start now. That's my husband coming up the front walk."

How 'Bout Yours?

Steno Sue: "Honey, aren't you afraid of being an old maid? You really should settle down and take a husband!"

Steno Lou: "That's a real good idea . . . but I don't know whose husband to take!"

Popular Brands

"What cigarette do you smoke?" asked the poll taker.

"Any given brand," the poor student replied.

The Middle

Traffic Officer: "What's wrong with you, Mac? If you say you saw this lady coming toward you in her car, why didn't you pull over and give her half the road?"

Pickup Driver: "I couldn't tell which half she wanted!"

Pretty Please

"Dear, if I promise to clean the whole house for you, and not to ask again for six months, could I play cards with the boys tonight to prove I'm not henpecked?"

Never Fails

No matter where we travel, be It North or South or East, Our highway takes its crucial jog Just where the map is creased.

Works Every Time

A throat specialist says smoking makes women's voices harsh—if you don't believe it, just try flicking your ashes on the living room rug.

Lady's Aid

Said the kind old lady to the Internal Revenue clerk: "I do hope you'll give my money to some nice country."

Too Obvious

The schoolmistress was giving her class of young pupils a test on a recent natural history lesson.

"Now, Bobby Jones," she said "tell me where the elephant is found?"

The boy hesitated a moment, then his face lit up.

Just a Memory

Don't forget that your wife still enjoys candy and flowers. Let her know that you remember—speak of them occasionally.

Big Chance

Terminal Manager: "After thinking it over carefully, Barton, I've decided to give you the opportunity to take a better position."

Lift Operator: "In what capacity, Sir?"

Terminal Manager: "That's strictly up to you, Barton . . . you can now take your pick. You're fired!"

Honeymoon's Over

Newlywed Truck Driver: "Honey, did you make these biscuits with your own little hands?"

Cute Bride: "Yes, darling, I did."

Newlywed Truck Driver: "Well, who the heck helped you lift them out of the oven?"

Liberal Education

The young, athletic high-school grad applied for a job at the freight terminal office. After studying the 4-page application form, he finally found a question he could answer. To the query, "What machines do you operate?", he wrote with great confidence, "Slot and pinball."

Not Worth It

A widow attached the following note to one of the many forms she had filled out for the insurance company.

"You have asked me to fill out so many proofs of claim, and I've had so much trouble getting my money that I sometimes wish my husband hadn't died."

Obliging

The young man, calling on an editor's daughter, was eager but polite. "Er, do you mind," he ventured, "if I imprint a kiss upon your lips?"

"Cripes," said the little brother, who was passing through the hall, "you can run off a whole edition, and Ena won't mind."

FIFTY YEARS AGO

in Our Magazine



Vol. X

(From the December, 1913, issue of the *TEAMSTER*)

Number 12

Federal Loan Bureau Established

Passion of the Day— The Moving Pictures

(An Editorial)

The moving picture shows of the country during the last year showed gross earnings of over \$100,000,000. This is a new source of enjoyment that has entered into our American life, entirely unknown a few years ago. In every city and town throughout the nation, we find picture shows running from morning until night extracting the nickels and dimes from the pockets of the workers, because it is safe to say that there are few of the wealthy or higher class who patronize those institutions. A working man having a family of two or three children is not complying with his duties in the present age unless this family is taken to the picture show two or three times a week. This adds up to a dollar and a half or two dollars per week and the older they grow the greater becomes the passion for that same picture show. While we believe that all human individuals ought to have a certain amount of enjoyment, still the picture show, while doing some good, is creating an evil that will eventually become an expensive luxury to be maintained only by the common people.



Clarence Darrow (center), recognized as one of the leading criminal lawyers in this country, is shown at the famous Scopes evolution trial in Tennessee. A champion of the underdog, Darrow was in organized labor's corner during many celebrated cases, including the Debs strike case (1895), the anthracite coal strike arbitration (1902), the Steunenburg murder trial (1907), and the Los Angeles Times dynamite case (1911).

Defender of the Defenseless

Years ago a man unknown to fame, a young man with an old face, all lined and seamed with woe and want of suffering thousands, sat in the Governor's chair at Springfield, Ill. This young Chicago lawyer had left his practice to come to the State Capitol in the interest of a prisoner, whose release he sought. He asked for an interview with the Governor, he got it, but he failed in his mission.

But through the years,

through success and failure, through prosecution and persecution, leaving behind the profitable legal work of the corporations, carrying forward the banner of labor, he fought the battles, advocated the rights and plead for the liberties of those who toil. He was and is labor's staunchest legal advocate.

The interests always recognize brains. Sometimes the people don't. The interests always reward service. Sometimes the people don't. When the interests cannot buy a man they seek to ruin him. Clarence Darrow stands today, not prosecuted, but persecuted.

Even some of the men whose cause he had pled have doubted him and deserted him. But the rank and file of labor will stand by him and future generations will perpetuate in stone and bronze, in prose and poetry, in painting and print, the words and gestures and face and form of the man who spoke for those who could not speak for themselves, the dauntless Defender of the Defenseless.

Annual Interest Rate Set At 3%

A Federal Loan Bureau, under the supervision of a board of trustees, for the purpose of making loans on agricultural lands and improvement, homes and for other purposes is being created. The annual rate of interest is placed at 3% with a time limit of twenty years.

Under the loan bureau policy it is further provided that counties, cities, villages, township, school districts or any other public taxing body can borrow money from the government for the construction of public works within a prescribed limit.

One provision makes it possible for those who desire to purchase homes to borrow a sum not to exceed 50% of the assessed valuation. This will allow those who have small means to secure a home at a reasonable rate of interest on deferred payments, as well as affording states and subdivisions an opportunity to promote public works.

The bill creating the bureau was first introduced by Rep. Frank Buchanan of Illinois. The bill amends the act of June 25, 1910, that established postal savings depositories for depositing savings with the government.

Office of Publication
312 E. Michigan Street - Indianapolis, Ind.

Entered as second-class matter, February 23, 1906, at the Post Office at Indianapolis, Ind., under the Act of Congress of March 3, 1879.

SUBSCRIPTION RATES

Per Annum.....\$1.00 | Single Copies 10 cents
(All orders payable in advance.)

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The outside of an early movie house that features talking pictures, the rage of the day. A milestone in production progress was reached in 1913 with the release of *Quo Vadis*, one of the first multireel moving pictures.



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